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THE

FOR 1911.

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HONGRONG, TUESDAY, DECEMBER 67H, 1910.

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12.45 p.m. to 1.15 p.m.... Every 10 minutes.

1.15 p.m) to 1.45 p.m.... Every 15 minutes.

1.45 p.m. to 2.15 p.m.... Every 10 minutes.

2.15 p.m. to 3.00 p.m... Every 15 minutes.

3.30 p.m. to 5.00 p.m.... Every 15 minutes. 5.00 p.m. to 8.00 p.m... Every 10 minutes.

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10.30 a.m. to 11.00 a.m. ... Every 10 minutes.

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## INTIMATIONS



Hongkong.

FILARE NOTICE that under No. 5 of the I DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended),

every domestic building or part of such building within the CENTRAL Division of the City of Victoria and the WESTERN Division of Kowloon, occupied by Members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a domestic building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of December and January.
N.B.—The word "throughout" used in this

notice means that the houses should be Limewashed in respect of all the Walls of each Room, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roots in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs. The Backyard must have its Containing Walls limewashed up to the level of the First Floor. Carved, Painted or Polished Woodwork in

good condition, however, need not be Lime. washed, but must be Cleansed. The Central Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverly Street on

the West. Kowloon is divided into the Eastern and Western Divisions by Nathan Road and a straight line drawn from the North thereof through the Yaumati Service Reservoir to the

Northern boundary of Kowloon. The Government Limewashing Contractor is prepared to Cleanse and Limewash floors at the rate of 95 cents per floor, on application being made to the Secretary of the Sanitary Board. Dated this 1st day of December, 1910. W. BOWEN-ROWLANDS, Secretary.

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SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

Hongkong, 26th October, 1906.

WM. SCHMIDT & Co.

## NOTICE OF REMOVAL

NOTICE OF REMOVAL.

FITHE Undersigned have REMOVED their Offices and Showrooms to No. 7, QUEEN'S ROAD CENTRAL (Second Floor), above the DEUTSCHE-ASIATISCHE BANK. DADY BURJOR & Co...

General Merchants, Insurance Agents. Manufacturers' Representatives and Commission Agents. Hongkong, 1st December, 1910.

NOTICE OF REMOVAL.

DAI, Ship Chandler and Compradore, formerly at No. 29, Hing Loong Street has To-day REMOVED to No. 28, DE VŒUX ROAD CENTRAL, opposite the

Owl Grill Oyster Room. Hongkong, 2nd December, 1910.

#### NOTICE OF FIRM NOTICE.

THE Undersigned, CHAN MUI SAN, who, I for more than forty years, was Partner in and Manager of The SUN SHING Firm of No. 90, Queon's Road Central, has now Retired from all connection with the said Firm and has Opened his Own House at No. 23, Stanley Street, where he is Transacting Business in the same lines as formerly. CHAN MUI SAN,

23. Stanley Street. Hongkong, 2nd December, 1910.

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Hongkong, 24th July, 1905.

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TELEGRAPHIC ADDRESS "COMFORT," Hongkong. Hongkong, 1st September, 1910.

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have already appeared in other papers will be Orders for extra copies of DAILY PRESS should be sent before 11 am. on day of limited. Only supply for Cash. Telegraphic Address: Press.

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HONGKONG, DECEMBER 6TH, 1910 ...

Ir the speeches of the political leaders be accepted as a criterion, the most important subject under consideration at the present time in Great Britain is not Tariff Reform, Home Rule (Federal or otherwise), or the constitution of the House of Lords, but the Referending. British politicians have hitherto manifested little more than an academic interest in this expedient. Indeed, it was scarcely regarded as coming within the regions of practical politics, but now, with little or no warning, it is submitted to the electorate as a matter of prime

The value of the Referendum is not gainsaid by either of the great political parties. They differ, according to the reported utterances of responsible politicians on either side, as to its practicability. Unionists and Liberals, as well as behaviour at Kowloon last week again appeared Labourites, are agreed that the present party system fails where it is necessary that a clear and definite answer on certain issues should be obtained, and any expedient offering a practical solution of this difficulty is certain to command the attention of serious-minded politicians. The only suggestion so far offered is the Referendum, but, until the breakdown of the conference appointed to consider the question of the constitution of the House of Lords, the submission of one proposed public measure or law to the electorate for a direct expres-

sion of opinion was tacitly placed among the ideals not likely to be realised for a considerable period or relegated altogether to the Greek Kalends. But a change has come over the political situation. No longer is the Referendum mentioned as a passing comment. It is being soberly and seriously discussed, and, as recent telegrams indicate, Mr. Balsove has affirmed his willingness to accepta challenge to have a Referendum on the subject of Tariff Reform. The proposition is treated with contempt by the PRIME MINISTER, who, without mineing matters, has declared that any statesman who seriously advocated such a scheme Great Britain would be fit for Bedlami. Strong words truly, and suggestive of a lack of restraint unbecoming such an exalted servant of the Crown. Of course, it can be seen that Mr. Asquire has a different conception of the Referendum to that held by Mr. BALEPUR. The latter is chiefly concerned with a mandate from the people on the subject of Tariff Reform. The \*) PREMIER, on the other hand, is ovidently condemning a recurrent Referendum as likely to create great financial burdens upon these protagonists are not agreed upon their terms. They are discussing different propositions, and consequently their divergence

of opinion is greater than it ought to be. The one great example of the Referendum in operation is furnished by Switzerland. It has been contended that the Swiss Referendum is a form of local revision which could not be imitated successfully in the United Kingdom, and it is pointed out that the only comparison between voting on Swiss laws o is the local plebiscites taken in cities in Great Britain or in wards on free libraries and kindred questions. The differences between the populations of the two countries make it difficult to establish an analogy which would be of value. Other pertinent objections are that no other modern State betrays an inclination to adopt the Swiss Referendum, and that the unceasing general elections in miniature would involve a vast outlay money. It will be readily admitted that these objections possess considerable force, but it seems to us they are not valid to the proposition submitted by Mr. BALFOUR. He does, not contemplate successive delections in miniature." All he asks is a mandate from the electorate on the subjec of proposed fiscal changes. Admittedly, it is a novel suggestion, and one, like Tariff Reform itself, which calls for considerable elucidation before it can be grasped by those with whom the decision of the issue The expense of such a direct appeal to the fere, and discharged the defendant. nation will be urged as a reason against it but surely even the two million sterlingthe estimate made by opponents of the amount each Referendum will cost-will be well expended if it removes this question of Tariff Reform from the tangle of issues before the electorate? Of course, if the country decided in favour preferential tariffs it would be rather publication. After that how the supply is awkward for the Free Trade Government in power. They would either have to carry out the mandate themselves or resign and allow the other party to do it. If the answers favoured the maintenance of Free Trade then the Liberal Ministry would be justified in the attitude it has adopted. But one Referendum, or even three, on the most vital questions before the country would, by the definite answers ob ained, be well worth the cost. The issues at subsequent General Elections would be clarified and simplified, and the real opinion of the country would

> The Caledonian Ball held at Shanghai on St. Andrew's Night is described as a brilliant

be obtained, which, after all, is the consum-

mation all parties devoutly wish to be

Manila newspapers report that the China Sea is maintaining its reputation this year, and for the defendant. remark that it is "still heaving."

Only two cases of communicable disease were notified in the Colony last week-one a case of enteric fever and the other a case of puorpera

Discussion is taking place in Shanghai as to the falling off in the number of entrants for the International Walk, and fears are expressed that it may have to be abandoned.

The coolie who was charged with indecent before Mr. J. R. Wood at the Magistracy yesterday. After hearing further evidence his Worship convicted the defendant and sentenced him to three months' imprisonment.

In the action by Messrs. Hall & Holtz., Ltd., against B. Jones in the Consular Court, at Hankow to restrain the defendant, from carrying on the trades of tailor, draper, etc.. Mr. Bailey appeared for plaintiffs and Mr. Frost for defendant. Judgment was given on November 26th granting an injunction against Jones acting as draper or outfitter's assistant as regards Hankow on'y till January, 1915, each party to pay their own costs.

A report of the proceedings in connection TELEGRAMS. with the court martial as to the loss of H.M.S. Bedford appears on page five.

It is understood that early in the spring three of the submarines new at Portsmouth will be sent to Hongkong.

Sir Join Jordan, the British Minister in Peking, accompanied by Lady Jordan and Miss Jordan, left London for Poking on November

The Bishop of Macao arrived in Hongkong. vestorday. His visit is not dictated by affairs at Macao. He is simply here for a short change

H.E. Yuan Shih kai is reported to be so unwell that Dr. G. Mesny, of the Imperial Medi cal College, Tientsin, has left to visit him professionally.

The Buffs have left Hongkong, and the place to which they have imparted so much sporting vim will know them no longer. They were all on board the transport Hardinge in good time and the steamer departed about noon. Their departure will be regretted by the community.

Sentence of seven days' imprisonment was imposed on a coolie by Mr. E. R. Hallifer at the dead, the nation. Thus, it becomes apparent, that Magistracy vesterday for stealing a chicken Defendant in his statement said he saw the bird in the ricinity of a blacksmith's shop at Aplichau Ho fed it with some rice and it followed him, s he picked it up and carried it.

> As the result of a quarrel between two age Chinese women at Stanley last Saturday night one was removed to hospital and the other was charged before Mr. J. R. Wood at the Magis tracy with assault. It appears that in the course of the fight the woman in hospital went off into a fit from which she did not recover until after nine o'clock on the following morning. As she was not well enough to appear in Court yesterday the hearing of the case was adjourned.

Maurice Cummins, a distressed British scaman from Shanghai, appeared before Mr. J. R. Wood at the Magistracy yesterday on a charge of being drunk and incapable. He was found lying stretched across the tram line in Des Voeux Road on Saturday night and removed to the West Point police station. He passed the day there on Sunday singing [and dancing, and on appearing before his Worship yesterday was ordered to pay a fine of \$3 or go to prison for

A Chinese was summoned before Mr. J. R. Wood at the Magistracy yesterday for assaulting Mr. V. G. S. Rose, of 3, Morrison Hill Gap, on Saturday night. It appears that the complainant and a bluejacket, when walking near the Soldiers' Club, saw a native behaving indecently and caught hold of him. The defendant and another mane jestled Mr. Ross and liberated the man he held, and the defendant kicked complainant on the leg. His Worship pointed out that Mr. Rose had no right to inter-

Chinese hooligans have been recently making their presence felt in the vicinity of the Empire Cinematograph and the new skating rink. From dropping stones on the roofs they have passed to the more dangerous prank of throwing them through the windows, and have also been cutting holes in the walls of the buildings. Six of the offenders were charged before Mr. E. R. Hallifax at the Magistracy yesterday. Two wh threw stones, one of which hit an attendant, were each sent to gool for a month without the option of a fine. Three more were each fined \$25 or five weeks' imprisonment and another man was ordered to pay a fine of \$30, in default six weeks' incarceration.

> THE INSURANCE COMPANY PROSECUTION.

> > A 86,100 FINE.

At the Magistracy yesterday afternoon Mr E. R. Hullifax delivered his decision in the case in which Tam. Tse Kong, general manager of the Hip On Insurance Company, was summoned by Mr. G. H. Wakeman, the Registrar of Companies, for doing business in the Colony on behalf of the With On Insurance Company without having registered and made the deposit required by the Life Insurance Ordinance.

Mr. H. L. Dennya, Acting Crown: Solicitor, prosecuted, and Mr. Otto Kong, Sing appeared

His Worship stated that he intended to convict the defendant and fine him \$20 a day, taking the time from the publication of the

advertisement till the date of the summons. Mr. Kong Sing-Fine him what, your Wor-

His Worship-Twenty dollars a day from the 10th January till the 10th November. That is 305 days.

Mr. Kong Sing-Will you Worship grant leave to appeal? His Worship - On what grounds?

Mr. Kong Sing-Fact and law. Mr. Dennys-My friend knows he must give | will be enjoyable. a written notice.

Mr. Kong Sing-Yes.

His Worship-I wish to know your grounds Mr. Kong Sing-I think they are apparent. His Worship-I think you'd better put them in writing in the usual way. You have seven days, of course. Perhaps it would meet the case if I allowed a week for payment?

Mr. Kong Sing-If your Worship pleases. Mr. Dennys-I have no objection. His Worship-One week is granted for payment.

[Protected by the Telegraph Message Copyright Ordinance 1894.]

PRUTER'S AMENICE TO THE "HONGKONG DAILY PRESS."

POLITICAL PROSPECTS.

LONDON, December 5th. The Unionists have not done so as was expected, but if the proportion of Unionist gains be maintained the result will be awkward for the Government.

#### DEATH OF MRS. EDDY.

London, December 5th.

Reuter's correspondent at Boston telegraphs, that Mrs. Eddy, foundress of Christian Science,

Mrs. Mary Baker Glover Eddy, the discovere and founder of Christian Science, was born at Bow, N.H., U.S.A., and was educated at private schools and by private tutors. Her first husband wasMajor George W. Glover, her second Daniel Patterson, D.D.S., and her third Asa G. Eddy. Mrs. Eddy, who was a Congregationalist, discovered Christian Science in 1866, began teaching it the following year, and organised the Church of Christ, Scientist, in Boston, in " In 1881 she was ordained to the ministry. and the same year founded the Massachussots Metaphysical College in Boston. Two years later she founded the Christian Science Journal in 1898 the Christain Science Sentinel. in 1903 Der Harold der Christian Science, and in 1908 the Christian Science Monitor (daily). She has published a number of works on Christian Science, including the Text Book of Christian

#### TURKISH GOVERNMENT CRITICISED.

London, December 5th. It is reported from Constantinople that in the Chamber both Moslem and non-Moslem Deputies scathingly criticised the Government's home policy, which Deputy Tewfik Riza declared would terminate in tyrannica

## FLOODING IN FRANCE.

London, Decomber 5th. Afarming floods have occurred in particularly in the Loire Valley.

The situation in Paris has become less threatening.

### EXTENSIVE FLOODS IN ENGLAND.

LONDON, December 5th.

Extensive floods are reported from the Fens and from the basins of the Trent and the Severn.

HELP FOR THE NATIONALISTS

LONDON, December 5th. It is reported from Boston that the United Irish League yesterday forwarded to the Nationalists anothe ten thousand dollars.

## NEW SOLICITOR ADMITTED.

At the Supreme Court yesterday Leonard Royald Needham lwas admitted a

Mr. M. W. Slade, K.C., in making the motion, said-My Lord, in this matter I move in pursuance of the notice that Mr. Needham be admitted as attorney, solicitor and proctor of this honourable Court. The motion is supported by affidavit by Mr. Needham himself and Mr. Harston, who knows him personally. His certifigates are produced and a document of identification from a solicitor in Worcester, where he has been practising, is also produced and inefficient management of their affairs by annexed to the affidavit. On these facts I move for his admission.

His Lordship (Sir F. Piggott)-Theaffidavits and papers are in order. Mr Needham, we have Court and we hope that your stay in Hongkong

Mr Needham -- Thank you, my Lord. Mr Needbam has joined the firm of Messrs Ewens and Harston.

Queue cutting is proceeding apace in Hong-

kong, and it is estimated that those who have been shorn of their long coils of hair in Hongkong number many thousand. A interesting ceremony was witnessed at the Charge Club on Sunday morning, when six patriarchal citizens had their queues cut in public, an example which was followed by hundreds the same day.

C) RE-PONDENCE.

DIRECTORS AND AUDITORS O - HONGKONG COMPANIES.

TO THE EDITOR OF THE "HONGKONG DAILY PRESS."

SIR, I have read with considerable satisfaction in your weekly edition the long letter addressed to you by Mr. A. R. Lowe in regard to the auditorship of the Canton Insurance.

The merits of this particular case I do not intend to review, nor do I intend to discuss the relative merits of the various recognised institutes and societies appertaining to accountancy and the auditing of the accounts of public companies. Men of business, at any rate men at the head of the management of public companies, even in Hongkong, should beawere of the value of these societies and of the qualifications requisite to secure fellowship, and should be at all times ready and anxious to obtain the services of the best-qualified accountants for the audit certification of their accounts. If they are not so anxious, then shareholders gifted with an ordinary amount of acumen should have their interest aroused, even if they entertain no suspicions of the honesty and straightforward ness of the management. For it may postulated that no set of business men desirous of obtaining the highest degree of efficiency in the conduct of a public company will resent honest criticism and advice if advanced by specially-trained experts.

The science of accountancy and the auditing of accounts means something more than the more checking of book entries with the vouchers submitted for inspection. It was with the highest degree of satisfaction, therefore, that I, in common with many others thon resident in Hongkong, learned of the decision of Mr Lowe to establish himself in business as an auditor in the Colony. There was no feeling of distrust of the gentlemon then sugaged in the work, no suggestion of dishonesty; but it was feit that the time had come when men rassed and accepted as properly qualified auditors by recognised societies should be employed in this most responsible work.

As you have doubtless learned from ex perience, it is extremely difficult for shareholders to express with independence the opinions they hold in regard to the manage. ment of some companies in Hongkong In Hongkong, we are all so much engaged in taking in each other's washing that self-interest closes the months of the majority of us. So interlocked and complex are our interests that even if we start off in our career of investment with a buoyant feeling of independence and strong impulse to criticism where we consider it justified, we are soon awakened from our dream of independence by the rude shocks of taipans who profess to welcome but who invariably resent criticism in any shape or form, friendly or otherwise. We are not all in the happy position of Major Brown, of the Army Medical Staff, who, during brief residence in Hongkong, was probably the most outspoken critic company management the Colony has known. But then Major Brown did not depend an anybody's washing for his daily. bread and butter! We felt, some of us, that it was part of the

functions of a real, live auditor that he should constitute himself to some extenta critic of the conduct of a company, that he was employed elsewhere. The Colony is undoubtedly in the not by the management, but by the shareholders, that his first duty was to the share- The trade winds of prosperity will once more holders and not to the management. We there- propel it, and there concerns will first benefit fore bailed the advent of a properly-qualified whose sails are trimmed to catch the breeze. auditor like Mr. Lowe, because we knew from Yours faithfully, our acquaintance of him and the opinion of his abilities as an accountant held by those best able to judge of them that he would carry out an audit as it should be carried out, and that he would not hesitate to express his views should the management, in his opinion. warrant criticism or suggestions for improve-

It will be a pity if the shareholders in Hongkong's public companies do not hold to the view of the duties of an auditor, and if they do not insist upon the best possible help being obtained upon all occasions. The time has gone by for the laisses faire policy. The strugglo for existence is growing, yearly, keener and keener on the China Coast. Public companies require at their head men of imagination and ideas and initiative, not more automata, men who will not be content to say: "Oh, Hongkong is finished. There is no longer an outlet for British industry and enterprise "; or, "The Company would have done better last year if it had not been for Japanese competition and the sudden rise in the price of

It is not merely a question of auditing and

So long as Hongkong shareholders are

content to accept the feeble, emasculated and men chosen simply because they are the sons of their fathers or the hereditary heads certain concerns in the Colony, so long will the public companies experience financial landslides. very much pleasure in welcoming you to this There is much needed a complete overhaul in the system of appointing consulting committees and directors of companies. Wherever possible the best men, irrespective of particular professions, ought to be secured. It should not be possible to read, as we so often do, that Mr. Blank left the Colony in October Tast and Mr. Puttyhead (his locum tenens, sometimes a. good clerk but of no earthly use on a Board of Directors) was invited to join the Board. A directorship should not become as it has become in ninety-nine cases out of a hundredthe apparage of a particular firm in the Colony In many cases, these directors are the merest figure-heads, and are not always ornamental

respect of the entside world if their auditors were professional accountants, and not amateurs who have drifted into the business. I do not say a word, against the latter class of men, who may be, in some cases, quite as competent as the man who is able to show the certification of professional ability. They served the public companies of the Colony to the best of their ability and experience when there were no duly qualified auditors in Hongkong, and I would not suggest the disturbance of their office-except in one prominent instance—so long as the shareholders are satisfied that their interests are bring safeguarded; but I do anggest that wherever vacancies occur in the auditorship of a company, the post ought to be offered to a properlyaccredited accountant, if such be available.

Hongkong, like other places in the Far East, 's passing through a period of tribulation, but I do not believe, as some, apparently, do, that it has passed the zenith of its prosperity and is now hastoning to disaster and dissolution and docay. If that is the belief that dominates some of the men who are supposed to control the destinies of some of your public companies, is time they were raplaced by men in whom the vital forces of progress and proficiency have not become exhausted; and who have the inspiration of courage and high hopes to prevent disaster and to rehabilitate wherever they see signs of decay. I have often wondered how it is that Hong-

kong has tolerated the management of companies by companies or private concerns. In most cases, surely, a company is able to manage its own affairs as economically as they can be managed by another company, and so escape the percentage that goes into the coffers of the managing company. I do not claim any originality-for this idea. It has occurred to others before now, but so strong is the force of "clo Sustom" that no action has been taken by shareholders. In times of prosperity, when profits were good and shareholders got reasonably good disidends from their investments, there was porhaps, less necessity for openly advocating a new departure; but now that times are bad and profits restricted, when shareholders have often to go without dividends and the only people who thrive out of companies are the management and managing companies, it is time that a strong protest should be raised by the patient and suffering shareholder. I know it would be difficult to procure emancipation in a few cases, but necessity is often the best spur to action, and all shareholders cannot afford to see capital shrink before their eyes while directors and managing companies calmly pocket their yearly "fees" or "commissions." I do not say fees and commissions are not as hardly earned in times of adversity as in times of prosperity; but I do not forget, as many in Hon, keng seem to have forgotten, that directors' fees were sometimes raised in the days of prasperity and have never been lowered in the days of adversity.

These and other thoughts occur to one at a distance upon reading Mr. Lowe's letter. The ideas I have expressed may not be palatable to many, especially to some who stand in the forefront of the battle, fighting the forces of changing economic conditions face to face, but if you are good enough to publish my letter and it has the effect of bringing courage to the staiwarts who are adapting themselves to the struggle, it will not have been written in vain. The old motto that "God helps those who help themselves" still holds good in Hongkong, as doldrums; but that is only a passing experience.

THOS. H. REID. London, Nov. 7, 1910.

THE PROPOSED PERSIAN RAILWAY.

A NEW ROUTE TO INDIA.

The Times correspondent at St. Potersburg wrote under date Nov. 15th : The influential group of Russian financiers and public men who are promoting an international company for the construction of a railway from the Caucasus to Batuchistan, traversing Persia, propose to obtain the necessary capital in Russia, Britain, France, and other countries. German co-operation may be invited, and it is hoped that the Persians will actively participate. The preliminary negotiations whill are now proceeding between St. Petersburg, London, and Paris provided for the creation of a societé d'études which will apply for a concession from the Persian Government and prepared for the formation of an

internation il company. The promoters are satisfied that due examination of the commercial, political, and geographical factors must, ipeo fucto, decide in favour of this, the shortest cut to India. By the proposed route the journey from London to Bombay may easily be accomplished within the

The new railway, starting from Baka, will skirt the Caspian Sea to the Persian frontier, whence it will proceed via Resht, Teheran, and Kirman to the borders of Baluchistan and Nushki. The sections within Russian and British territory will be under the exclusive control of the respective countries. The Persian trank line will be built and controlled by the international company. The whole length of the Persian trunk line will be 1,100 miles, and it will cost fifteen millions sterling.

The distance from London to Bombay, via Alexandrovs, Bostoff, and Baku, will be 5,700 miles, the whole journey taking not more than seven days and costing 20 per cent. less than the journey vid Brindisi, which requires twelve and a half days. The Baghdad route, vid the Persian Gulf and Karachi, would require a little

under twelve days. Commercially, the scheme would therefore be advantageous as a means of rapid transit from London to Bombay and for the development of the Persian market.

## RUBBER.

"Rubber," says a writer in a London paper, "is dead." The dealers do no business and the quotations are made by the professionals, who having gone into the rubber market don't like In others, local institutions would gain in the to leave.

She Scratched Until It Bled.

box of Cuticurs Cintment, and before I had used all of that I was fully oured. shall be glad if you will make use of Outleura Remedies, as what I say is the truth." (Signed) Mrs. E. Hadgett, 51, Office Rows. Pinxton, nr. Alfreton, Derby., England, Jan. 12, 1910, Torturing, disfiguring humours on the skin and scalp of infants, children and adults are instantly relieved by Cutlcura Son and Cuticura Ointment. Charterhouse Eq.: Paris, 10, Thue de la Chaussoe d'Antin: Australia, E. Towns & Co., Hydney: Ipsis, 10, K. Faul, Calcutta: Bo., Africa, Lennos, I.to., Cape Town, etc.; U. S. A., Poiter Drug & Chem. Colo., Sole Props., Beston. Send for free 32-page Cutleurs, book, an authority on the skin and scale.

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Hongkong, 1st December, 1910.

MAKING A NEW HOUSE OF LORDS.

STRIKING UNIONIST PROPOSAL.

Mr. Austen Chamberlain was to move the The "Shire" Line str. Pembrokeshire from following resolution at the Liberal Unionist

confere co at Glasgow, on Friday, the 25th November :--(1) That this conference, believing that the maintenance of an efficient second Chamber is essential to the projection of our liberties. expresses its satisfaction at the steps which the House of Lords has already taken to promote its own reform, and at its acceptance

peerage should no longer of itself give the right to sit and vote in the House of Lords. (2) That we shall heartily welcome any reasonable proposals for increasing the efficiency and representative character of that House by the addition of peers for life or of representatives elected for a term of years from outside. (3) That we believe that there need be no serious difficulty in reasonably adjusting such differences as may from time to time arise between the House of Commons and a reformed second Chamber, but that if such differences arise in connection with great and vital issues, particularly when those issues affect the Constitution itself, it is the people, and the people alone, who have a right to decide when

the two Houses fail to agree:

of the principle that the possession of a

CANTON-KOWLOON RAILWAY.

OPENING OF FIRST SECTION OF THE CHINESE LINE.

Yesterday a length of twenty nine miles o the Chinese section of the Canton-Kowloon railway was formally opened to traffic with befitt ing ceremony, to which between four and five hundred guests were invited. There was a reception at 10.30 a.m. at Tai Sha Tou, the Canton station, which was guily decorated with flags and festoons of greenery. A guard of honour consisting of al out a hundred foreign-drilled troops and a military band were in attendance, but we cannot say that the troops are to be congratulated on "a smort appearance," or that the Band has attained any great proficiency. At 10.45 a train of eight carriages left the station Tong Mei, a distance of twenty-four miles. flowers, and as it moved out of the station it was commenced simultaneously in the 8th moon a but fruit as well-lychees, peaches, bananes served. The whole aspect of the country was pleasing and the journey most interesting to all who had never seen it before. On this section of the line there have been no engineering difficulties to surmount, but cian way Administration's staff, was in charge of the locomotive yesterday. The schedule allowed an hour for the journey each way, but it was necomplished in about fifty minutes, the locomotive developing a speed of 37 miles an hour in some places. Comparisons are odious, but no one acquainted with other railways in South China can fail to remark the vast superiority the Canton-Kowloon milway over all others in this part of China, in all aspects of its construction and equipment. This line over its entire length will constitute a aplendid testimonial to British ongineering. The carriages are similar to those on the British section, the bodies having been built from the same designs by the Hongkong and Whampon

Dock Co. After the return from the trip an excellent luncheon was provided at the Tai Sha Tou station, to which three or four hundred guests were invited. The catering was entrusted to Mr. H. Haynes of the Canton Hotel, who discharged a heavy responsibility with his accustomed success.

The Provincial Judge presided in the absonce of H. E. the Viceroy, and seats, at the cross table were allotted to H. E. Wei Han, the Salt Commissioner, the Deputy Tartar General, Admiral Li, H. E. Tong, the Junior Tortar said - Your Excellencies. Gentlemen, It only General, the Taotai of Industry, the Chairman of the Provincial Assembly (who was absent) Mr. J. W. Jamieson C.M.G. (Consul General for Great Britain), Mr. E. S. Lindsey (Manager - and Chief Resident Engineer of the British section of the line), Mr. C. Clementi (Assistant Colonial Secretary of Hongkong), the Hon. Mr. E. Osborne, the Hon. Mr. H. E. Pellock, K.C., Mr. Murray Stewart, Mr. John Johnstone-(representing the British and Chinese Corporation), Mr. N. J. Stabb (Acting Chief Manager of the Hongkong and Shanghai Banking Corporation), Mr. A. H. Harris (Commissioner of Customs (Kowloon), Col. Wrighty. R.E., and Mr. Frank Grove (Chief Engineer of the Chinese section). Among others present from Hongkong were Mr. R. M. Dyer, Mr. R. Baker, Capt. Somerville, Mr. E. A. M. Williams, and the representatives of the Press.

Other Canton gnests included Messrs. L. Giles (British Vice-Consul) E. A. Staunton, Guy Thorne, C, S. Pagett, L. H. Gilman, Dr.). Davenport, A. V. Hogg, A. P. Giles, R. T. Matheson, W. Tigges, J. Helmers, H. Oldenburg, A. Gerin, J. Rule, J. R. Greaves, H. W. Kenny, G. E. Huygen, F. R. J. Adams, --McIntyre and others, including a large number

of Chinese officials and business men. by other means of communication. It would also be an immense boon to trade, carrying the mails more rapidly and enabling more frequent prosperity to the railway, and he desired especially to mention in connection with the "toast the Managing Director and the Chief work has been done at low rates, and an honest way was only in its infancy they were not without Engineer, through whose energy and ability endeavour has been made by one and all to keep evidence already of its civilising mission the work had been carried on so quickly and down cost, sometimes under many difficulties. Referring to the local enterprise, he desired weather.

so smoothle-(Applause). Chief Resident Engineer of the British needs a better epologist than myself. I would (Accountant), who were indeed warriors in the Section, briefly responded with a few words mention our indebtedness to the various official of congratulation, and he expressed the hope departments under His Excellency The Vicercy Mr. Chao, whose youth gave him the advantage that when the Chinese section of the line was for assistance rendered at some of our over some of them. He believed the line had a

H.E. CHAO, Managing Director of the Chinese Section of the line, delivered a speech which was afterwards translated by Mr. Chow, his Secretary, as follows :- Your Excellency and Gentlemen :- I am greatly indebted to you for the honour you confer on the Administration by your presence at this opening ceremony of the Imperial Chinese Section of the Canton-Kowloon Railway. As you are all aware, this Railway is to connect Canton with Hongkong and is a most important part of the main line, destined to link South of China with th North. The line consists of two sections This section, the property of the Imperia Chinese Government, measures 89 miles, while the British Government's section measures 22 miles. The Imperial Chinese Section divided into three districts. The first district extends from Tai Sha Tau (Canton) to Sion conveying the guests over the line as far as Tsun, the second from Sien Tsun to Wong Lat, and the third from Wong Lat to Sam Chun, The engine was decorated with ribbons and The construction in all the three districts was christened with a bottle of champagne. The line the 33rd year of Kwong Sui, and many diffipasses through fertile country where not only culties have been experienced in the execution rice and vegetables are extensively cultivated of the work. First of all, in acquiring land and removing graves, and there were robberies caramboles. Fields, of sugar-cane and disturbances of various kinds an tes gardens were also to be oblifor various reasons. Alterations were needed as to the location of the line, the construction of archways over and above embaukments, and so forth. One day's delay in the work incurred great unnecessary expenditure of Railway funds and therefore it has been fights have made the work exciting at times, for the painful duty of the Administration to cause the factions have often been divided by the punishment to be administered to turbulent track, and each appears to be well supplied with people, but at the same time with leniency, havold cannon balls which are duly collected by the ing regard to local conditions. Our ex-Managcombatants after each affray. An incident ing Director, his Excellency Wei Han, took of this kind occurred about fifteen miles into consideration all points of view, and in having this opportunity and I cornectly hope that our section will before long join the British Section. The negotiations for through traffic with the British Section will be arranged in the most amicable manner and will be convenient to the public. I may also add that when the Canton-Hankow Railway is completed we shall be able to journey to Europe by train without a break. The commerce countries through which the railway passes will greatly develop and the population will be benefited as well as enriched. In conclusion I wish to express my thanks to Mr. Grove, our Engineer-in-Chief, for

the valuable services he has rendered, and he will narrate the details of the construction of this Railway-(Applause). Mr. FRANK GROVE, the Engineer-in-Chief, remains for me to offer a few remarks on the practical aspect of constructional work already and ballast. With regard to bridge-work, all small bridges and culverts are completand our large bridges at Sheklung only require the erection of the remainder of may tell you that the East the girders. River Bridge is practically completed, all girders being on the piers, while the Tung Kun River Bridge, which is somewhat larger than the East. River Bridge, is in an advanced state. It therefore can be said that, given good fortune in the crection of the remainder of the girders. the completion of this Railway and its readiness for through traffic depends on expeditious platelaying and ballasting. There is every reason to Taotai SAH, in the absence of H.E. the believe that by next June or July we shall join Acting Vicercy, proposed "Success to the up and attain the object of this important joint Canton-Kewloon Railway." The benefits enterprise, a through train service between which the line would confer, he said, could Canton and Hongkong. It cannot be said, I scarcely be estimated. He alluded to the fear, that there has been no delay to our work; change of opinion in China with regard to some obstruction and difficulties have occurred railways, and said that landowners who drove and have been overcome. The limiting factor, the surveyors off their property had lived to however, to the completion of this Railway HE Wei Han, in responding, fir t expressed regret their action and to use the railways to has been the bridging of the East River his appreciation of the hopeful and encouraging their great financial benefit. He hoped the line Valley and this work, we can reasonably claim, words in which Mr. Jamieson had referred to of which a section had been opened that has proceeded expeditiously and, thanks to the China's efforts in developing a railway system, day would prove of very great benefit—carrying assistance of our district engineer, Mr. Loothby, and secondly he cordially acknowledged the the people in a short time and at less cost than has progressed most satisfactorily—(Applause.) I don't know whether I should make any refer- tonst had been received. He would not dwell or not. My friend Mr. Lindsey has publicly

proclaimed certain figures of cost of the British

Section and the impression left in my mind

connected with the British section they would, troublons times and for security afforded like Tennyson's brook, run on for ever- the Foreign and Chinese staff living in remote

I have now a pleasant task, to perform, an that is, to ask 'H. E. Taotai Wei Han, on late Managing Director, to accept from the Foreign Staff of our Railway a present of silver salver, bowl and jug, in token of our great regard and esteem. During His Excellency Mr. Wei's Managing Directorship, the whole of the land was acquired, all the greater difficulties have been met and overcome, and fractious and obstructive villagers have been pacified, and this without a single case of personal injury to the Chinese or foreign staff of this Railway. The Foreign Staff are specially indebted to His Excellency for his courteous consideration, but am sure I am not saying too much to assert that the Chinese staff and foreigners alike recog. nise and feel affection towards His Excellency because of his fair-mindedness, his courtliness and his integrity. It has been a pleasure to work under such a gentleman. Harmony and good fellowship have marked the progress of the Bailway and will continue, I feel confident, under the direction of His Excellency's genial successor Mr. Chao. It remains for me to thank the Foreign and Chinese Staff for their loyal and cordial help during the last few years' work. We all feel a justifiable pleasure in seeing the completion of a portion of our work and shall, I think, I may safely say on behalf of all the executive staff, foreign and Chinese, endeavour to maintain the reputation of this Railway. have now to ask His Excellency Taotai Wei Han

to kindly accept this silver plate. - (Applause.) their kindly feeling towards him.

Mr. J. W. JAMIESON, C.M.G. (British) Consul-General at Canton), proposed "Success up the line on Sunday night, and the association with the Engineer-in-Chief, the to Railway Enterprise in China" in an elequent trenches dug by the warriors on either side of Chief Accountant and the Foreign and Chiuess speech which unfortunately could not be very the line were an object of interest to guests on Staff spared no pains to have all contentione distinctly heard in a building which did not the train. Mr. Thompson, a member of the Rail- settled satisfactorily. His Excellency the lend itself to public speaking. He spoke of the Viceroy has been so kind as to instruct from railway in Chica as a tiny sapling transplanted time to time the various local Authorities to from an exotic soil which first of all chose for. give adequate protection to the Railway work- its abiding place Shanghai, at the mouth of the and so has made it possible for us to make the Yangtzse, where it ought to have received. advance we have made and to complete district fostering care, but perished of inauition and No. 1 and open it for traffic. The two re- was eventually berthed on the beach of Formosa. maining districts we expect to complete and The second venture was on the shores of the open for traffic about the 5th or 6th moon Gulf of Pechili where it developed into a (June-July) of next year. After only a brief lusty plant, the roots of which they now saw tourse of my office I am indeed gratified in extending to all parts of the empire, labelled 'Railways completed," "railways in course of construction" or "railways projected." Remarking that prophecy was dangerous, Mr. Jamieson recalled Sir Robert Hart's prophecy that Chinking would one day become the biggest centre in China. He, however, ventured to predict that Hankow would win that distinction, and he conjured up a vista railways radiating from to (1) Peking-Kalgan and beyond, (2) Chengtu and beyond, and (3) to Canton and Hongkong and the oceans of the world. potentialities, he asked, did this not suggest in the world of commercial development? The link in the ever-expanding chain which they had opened that day was a small one, and must wait for its full fruition antil it was linked up with the Yuch-Han railway. Mr. Jamieson made a brief reference to the dissensions among the shareholders of the grand trunk line on the other side of the horder, completed and to be completed on the Chinese delaying the progress of construction, and Section: I am often asked a question that it is expressed the hope that these differences would rather difficult to reply to with confidence, and soon be composed. China, he said, wanted money. at Birmingham University that if the nation that is, as to the time of completion of the Chinese and in order to get money she must develop her Section, and probable opening for through resources. There was a spirit of patriotism traffic. I can best answer that question now abroad among a section of the Chinese people by telling you that the earthwork throughout which found expression in insistence on the line may be said to be completed. On No. 3 the railways being constructed with Chinese, District, where there is heavy work, our cutting capital. He would like to point out that and banks are so nearly completed that a few | the more money they locked up in railways weeks will see formation quite ready for rails the less they had to develop the natural resources along the line, and he was not insuiting China when he said that sufficient money for both purposes did not exist in the country. China must obtain money, and must have quickly, for the sooner the country was opened up and developed by means of railway enterprise the sooner would their ideals be attained China also needed trained railway engineers He did not forget that they had men like Mr. Jeme Tien-you and Mr. Kwong who were doing excellent work, but his contention was that China had not a sufficient number of such men,

Chine had assisted us in that way it was our duty to assist China by any means in our power -(Applause.) gracious and sympathetic spirit in which the ence to the cost of work on the Chinese Section on what was an accepted axiom, namely that a rallway is an economic necessity of any State which had an ambition to develop its own individuality in its own way and along the lines in wishing is that the British Section really of progress. The iron road broke down the cost remarkably little per mile. Well, we can barriers of race and superstition, but without make a similar claim to this extent, namely that | bloodshed, and in China to day when the rail-Beyond this I shall say nothing, for the finan- especially to allude to his late colleagues, Mr MR. E S. Lindsmy, the Manager and cial aspect of a Railway is a thorny problem and Grove (Chief Engineer) and Mr. Power

fact that Chinese labour built the transcon-

tinental railway in Canada, and said that as

great future before it and that they could look forward with confidence to (Applause).

Mr. J. Journarone, also responding to this

toast said :- Excellencies and Gentlemen, Some 18 months since on the occasion of the laying of the foundation stone of the station building of this railway by His Excellency the Vicercy, Mr. Ross, who then represented the British and Chinese Corporation, said that "Railway development was China's preatest need Mr. P. Sydenham Dixon (from the office of Mr. and I think in the interval which has taken place it has become increasingly apparent to most high Chinese officials that if this great empire is to progress and assume Her rightful position amongst the nations of the world she must improve her internal com munications so that her boundless natural resources may be developed and the wealth of her people be thereby increased. It is proverbial that things move but slowly in this flowery land. Witness the time which has elapsed since negotiations were first opened for a loan with which to construct this Railway (in: the year 1897) and the date on which we are colebrating the actual opening to traffic of its first 30 miles. Thirteen years is a long period and though in the case of this particular, railway there were causes for delay which were outside practical control, think those responsible for such undertakings would be well advised if they moved with greater speed, for I feel sure the Chinese Empire as a whole would benefit thereby. The 24 miles of line over which we have all travelled to-day is, I think, a credit to those responsible for its construction, and on behalf of the British and Chinese Corporation I desire to H.E. WEI HAN accepted this interesting offer congratulations to Mr. Wei Han, Mr. souvenir of his connection with the railway Chow. Mr. Grove and the entire staff both with profuse thanks to the subscribers for Chinese and Foreign, for the excellent work which they have performed and performed under difficulties which are but little known to the outside public. That they have evercome these difficulties is a matter which reflects credit on them all, and I hope those directly responsible for peace and order in the neighbrigands who infest some neighbouring villages I make bold to say that had it not been for the man was seen to close the shutters of the two

> Peking, Urga and Kiahta-(Applause.) health of the guests. The Hon. Mr. H. E. Pollock, K.C. responded | the west. He was seized and detained, and afterin the absence of Mr. Bergholz, Consul General for the United States. In thanking the Railway Administration very heartily for the truly magnificent way in which they had entertained the guests, Mr. Pollock remarked that of railways would confer on the Chinese empire, and in conclusion, referring again to the section of railway over which they had travelled that day, said he was very much struck by the smoothness of the track and the good speed of the train;

This concluded the proceedings, and the gathering dispersed. HOW TO CONTROL THE WEATHER

SIR OLIVER LODGE'S THEORY. Much interest has been aroused by the statement made by Sir Oliver Lodge in a lecture granted £100,000 a year to the universities for experiment he would apply electricity not only to accelerating plant growth, but to dispersing the fog from harbour s'alions and influencing

weather in clouds and rain. -Sir Oliver explained to an Express representative that he would not devote the sum named exclusively to these objects, but would apply it to research work in general.

"I showed in 1884 to the British Association at Montreal," said Sir Oliver, "that the discharge of electricity into smoky air, or air laden with metallic fume, would coagulate the particles; than if it were not electrified.

"I also showed that a steam cloud blown from a boiler into a bell-jar could be dissipated and turned into fine rain by a discharge of electricity from a point. It is the same cause as before. "Minute particles of water in the cloud. or mist aggregate together under electrical influence, and, thus becoming larger, fall as a perceptible shower or Scottish mist. .

"The same action, intensified, goes on neighbourhood of thunder-clouds, and causes the difference between thunder rain and ordinary He hoped he had not offended anybody's suscep: rain; the small drops mass themselves together tibilities; that was far from being his inteninto big ones, and so fall with greater rapidity tion, for he spoke as a true friend of China. and violence. "In countries where rainfall is desired, In conclusion Mr. Jamieson referred to the

would seem, therefore, to be feasible to erect discharging stations. in order to cause an assemblage of clouds, which sometimes disperse without any result, to give up their moisture. "And in countries which are afflicted with too much rain-which is rather an exceptional condition, for the greater part of the surface of the earth suffers from drought rather than excessive moisture—it has been suggested that

it may be possible, by erecting discharge stations round the coast, to prevent too many clouds penetrating into an interior. "For mone of that, however, do I vouch. have only made experiments on a small scale. But on a small scale it is undoubtedly true that electrifying a cloud brings about the

precipitation of moisture. "Whether it will be so on a large scale or not is a matter for experiment; but it is well known that the electrical state of the atmosphere and the kind of weather experienced are closely

"Which is cause and which is effect may be uncertain, but it would seem very desirable to try the experiment on a large scale and see whether artificially altering the state of the atmosphere will not, at the same time, affect the

"In no case can commercial results be guaranteed beforehand. What is wanted is that many experiments of this kind shall be tried. There is bound to be some result, though no one may be able to say previously what it will be. After we have gained the experience, it will be time to consider the matter from the practical, and commercial point of view."

ALLEGED ARSON STORY OF THE PROSECUTION.

Mr. E. R. Hallifax at the Magistracy yesterday afternoon with setting fire to house No. 50, Queen's Road East on November 16th. Mr. H. L. Donnys, Acting Crown Solicitor, prosecuted, and the accused was represented by

A Chinese named Li Hing was charged before

R. A. Harding). Mr. J. W. White, an assistant engineer in the

Public Works Department, put in a plan-of the ground and first floors of the house in question. Mr. Denuys, in opening the case for the Cown, informed his Worship that the defendant was charged with erson. He thought he would be able to show that the accused was not known by the name which he had given and that he was a person whose house had been burned down before. That by itself might be a very small matter, but he thought be could show that 50, Queen's Road East was occupied, as regarded the ground floor, by two different businesses One dealt in foreign goods and the other was a tobacconist shop. The stock-in-trade, fittings and effects in those shors were together insured for a sum of \$2,500. On the morning of the fire ha thought he would be able to show that the whole value of the stock-in-trade and fittings on the ground floor did not exceed \$50 Those two businesses were formerly carried on at 33, Nullah Lane, and in-September they were insured in the Central Insurance Co. for \$1,100 and in the Western Insurance Co. for \$1,400, making up the total of \$2,500. Witnesses would prove to the Court that on the night of the fire there were two men on the premises at about 10.30 o'clock. One was the defendant, but the other, who was supposed to be in charge of the tebacconist business, was not present. One that night there was nobody on the first floor, and about the time mentioned the other man left the shop, went into the street holding in his hand some lighted spills, bourhood will take especial care that the unruly and ascended the stairs at the side of the shop leading up to the first floor. A caroful and make it difficult and almost impossible to watch was being kept upon the premises at this carry on work, are duly kept under control. time. A light appeared on the first floor and these interruptions to work we might have windows. Then he returned to the shop and travelled to-day to Sheklung and back. That shortly afterwards went away in a westerly railways may progress in China and bring, direction, leaving the defendant alone. Deprosperity to her people is my fervent hope and fendant was seen to come out of the shop three look forward to the day when it may be my times and look up and down the street, apparently privilege to pass along the line over which we to see if anyone was in view. Shortly after have just travelled in a train bearing the his return on the third occasion one of the witnesses, who would be called, saw what legend "Calais Express" via Canton, Hankow appeared to be a glow of flames inside the shop: H.E. CHAO in cordial terms proposed the He crossed the street at once, and as he neared the shop the defendant came out and ran towards

wards taken to No. 2 Police Station. In his possession were found a box of matches, a paper with some writing on it and an insurance policy. Mr. Depnys understood the defendant said that an historic occasion. He dwelt he was a cook at the shop, and that his master had gone to Canton. In a statement made by him at the police station he said, "I have nothing to say. The fire broke out up stairs." Mr. Dennys thought his Worship. after hearing the evidence, would come to the conclusion that nobody was occupy-

ing the first floor at all at the time. After the fire every precaution was taken to ascertain exactly what the contents of the shop were. They were carefully valued by Mr. George Lammert, who was accustomed to appraising Chinese stocks-in-trade and things of that sort, and he would tell the Court that the whole value of every single thing found on the ground floor did not exceed \$50. The fire did SUNDRY SILVER WARE. not go very far apparently, for the inside of the show case was uninjured, and the goods, or pretended goods, were not burned at all. They were mostly empty boxes. The mere fact of CUTLERY the goods being insured for \$2,500 and only \$50 worth found on the premises did not by itself FANCY LEATHER GOODS necessarily make the defendant guilty of arson, but if his Worship took into consideration all and so cause it to be deposited much more rapidly the surrounding circumstances he would have little hesitation in saying that the place was wilfully set on fire; and if it was wilfully set

Evidence was opened and the hearing ad-

ATEST STEAMER MOVEMENTS.

The P. & O. S. N. Co.'s str. Himalaya left Singapore for this port on the 4th inst., at 5.30 a.m., with the outward English Mails, and is due here on the 9th inst., at about 6 a.m. The I.G.M. str. Goeben, carrying the German Mails with dates from Berlin of the 16th ult.

left Colombo on the 4th inst. a.m., and may be

expected here on or about the 15th inst. The I.G.M. str. Luetzow, which left here on the 30th ult., at moon, arrived at Singapore on the 4th inst., at 8 a.m.

London, left Singapore for Hongkong on the 4th instant afternoon, and may be expected to arrive here on the 11th inst.

The C.P.R. Co.'s str. Monteagle, which left here on the 8th ult., arrived at Vancouver, B.C., on the 2nd inst."

WEATHER REPORT

On the 5th at 12.05 p.m.—The barometer has risen slightly in the S. Philippines, and fallen mederately on the Cochin China coast. The typhoon over the China Sea is advancing Westwards towards the coast of S. Annam.

Pressure has increased considerably on the N.E. cosst of China and in Vladivostock, and given way slightly ovar S. China. The anti-cyclopic area which has spread Eastwards over the Sea of Japan, is still central

over the continent to the North of the Yangtza

Rough weather must still be expected over the N. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.03 inches.

#### NOTICE.

Communications respecting Advertisements; dansoriptions, Printing, Hinding, &c., should os adtressed DAILY Paras only, and appoint bustiess matter Ties MANAGER. Advertisaments and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS

should be sent in before 11 a.m. on day of publication. After that hour the supply is timited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12. Telegraphic Address: PRESS Codes: A.B.C.

## NEW ADVERTISEMENTS

#### WANTED.

NE 4 to 8 ROOSED HOUSE on THE PEAK, unfurnished. Bungalow preferred.

H. E. B. . Care of " Daily Press " Office. Hongkong, 6th December, 1910.

THE HONGKONG WEEKLY PRESS & L CHINA OVERLAND TRADE REPORT is now ready and contains: - -Epitome of the Week's News. Leading Articles :

British Merchants and Japan's Tariff. Travel in China. Simplified Chinese Characters Wanted. Extratorritoriality in China. The Maono Revolt.

The History of Japan. Wireless Installation of Hongkong. Random Reflections. Hongkong Nows. The Revolt in Macao. The Biluation at Macao. Public Order Gnaranteed. Sad Death of a Naval Lieut:

The Harbour Fatality. The Chinese Copper Coinage. The Missing Diamonds Clase. The Ginseng Larceny. Kulaugsu (Amoy) Municipal Council Railway Construction in Kwangtung.

Hougkong and China. Eigt-Year-Old Hero. The New Port of Heungehow.

British Officer's Death in the Sottlements. Suprema Court. The John Grant Case. Another Building Collapse. Shameon News. The Einances of Hongkong. Railway Enterprise

Shipping Notes. Company Meetings : The International Cotton Manufacturing Company, Ltd. The N. D. L. and Chino-Siam S. N. Co.

The Canton-Kowloon Railway. The Recent Robberies from Foreign Houses.\_ Macao Notes. St. John's Cathedral, Hongkong.

New Paper Industry in Mancharia. St. Androw's Ball. The Next Race Meeting. "Hoi Ming"-" Kwong Tang" Collision.

Ratopayers Meeting at Amoy.

"Washing Day" in China, Canton News. Fire on a German Steamer. Alleged False Pretences by an American.

Failing to Register. Arrival of the Yorkshires. China Association After the Ball.

Sporting Notes. Local Sport. Japanese Imports in Manchuria. The Plague in North Monchuria, Shanglini Trade. Commercial.

Shipping.

Extra copies 30 cents each, Cash. Copies can be posted from this Office to addresses sent; including postage, 34 cents each. 31 Cash for three cepies. Subscription; 312 per annum, payable advance: postage \$2. Hongkong, 6th December, 1910.

## "CAPITAL AND COMMERCE."

Well-known Business Paper in the Far East of inestimable value to the Business Man who finds in it, condensed and scientifically selected from hundreds of special papers and reviews as well as from the reports of correspondents, all the information he may require, as well as much appreciated leaders on financial or commercial matters. "Capital and Commerce" is sold in Hongkong

at Messrs. Kelly & Walsh and Messrs. SAYCE & Co., where subscriptions (\$15.00) can also be received. For advertisements apply to: D. MAHER

& Co., 47, Fattinger Street. MESSES. MARTI & Co. Hongkong, 6th December, 1910. [1343

G. INGRAM & SON, Manufacturers of INDIA RUBBER ARTICLES, viz. Teats, Scothers, Enemas, Syringes, Tubing, etc., desire to place their lines in the hands of a traveller already calling regularly on Wholesale. Druggists, Sundriemen, otc., and would like to add their line of goods to his list.

Communication to-J. G. INGRAM & SON, THE LONDON INDIA RUBBER WORKS. Hackney Wick. London, England.

AGENT WANTED FOR CHINA.

TOY Large Firm of European Exporters (principally Conserves). Must be energetic and capable, well acquinted with the market, and know bayers. Give age, experience and references, to-

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WANTED. CLERK Wanted-Britisher. State duties scenstomed to-

Care of " Daily Press" Office. Hongkong 5th December, 1910. [1354

"WITH DOG AND GUN IN THE NEW TERRITORY."

EING the Series of Articles recently

PRICE ONE DOLLAR. Hongkong, 29th October, 1910.

### INTIMATIONS

CHINESE IMPERIAL RAILWAY, CANTON-KOWLOON RAILWAY. CHINESE SECTION.

NOTICE. THE FIRST SECTION of the abov RAILWAY from CANTON (TAI SHA TOU) to SIEN TSUN will be OPENED to Traffic from the 6TH DECEMBER, 1910.

TIME TABLE

In force from 6TH DECEMBER, 1910, Until Further Notice.

CANTON (TAL SHA TOU) TO SIEN TSUN.

			Pas	senger Tr	ins,
				No. 3	
Miles	STATION	t E	Daily	Wook days	Sun- days
1		100	A.M.	NOON	P.M.
	CANTON (Tai Sha Tou)	dep.	7.00	1200	2.00
161	Витек Рат	arr.	7.09	12.09	2.11
3.00	CHILDRY TALL	dep.	7.12	12.12	2.13
7.90	CRE Pt	BET.	7.23	12.23	2.26
1.20		dep.	7.28	12.28	2,29
12.53	WU CHUNG	orr.	7.39	12.39	2.43
	the state of	dep.	7.42		2.45
17.09	NAM Kong		7.53		2.59
		dop.	7.58		3.04
21.67	Sun Tong	arr.	8.10		3.19
	1.7	dep.	1 70 4 4 4	1.13	3.2
23,61	Tong Mei	arr.	1	the same and the	3.3
	1.8	dep	1010	"S a make	3.3
25.54	NGA YEO	arr.		4 400 4	3.4
29.00	Sien Toun	dep arr.			3.5

SIEN TSUN TO CANTON (TAI SHA TOU

	4 4 4	Pas	senger Tra	uns,
353	STATION			No. 8 Eun-
Miles	STATION	1	days	
		A.Br.	P.M.	P.M.
	SIEN TSUN dep.	9.15	2.15	4.10
3.46	NGA YEO GIT.	9.24		4.21
9.91	dep	9,28	2.28	4,23
5,39	Tong Mei arr.	9.33	18.488 1	4,30
414.	dep	. 9.39		4.34
7.33	SUN TONG arr.		2.44	4,40
2.00	dep	9.48		4.42
11,91	NAM KONG arr.			4.57
	dep	10.06		5.01
16.42	Wu Chung arr.			5.15
19.7	dep	. 10 21		5.17
21.10	CRE PI arr.		3.32	5.31
10 m	der	. 10:38		5.34
25.37	SHIER PAI-OUT	10.49		5.47
1	der	10.53	3.53	5,49
29.00	CANTON BIE		4.02	6.00
100	(TaiSha Tou) .		-	

By Order,

THE ADMINISTRATION

Canton, 28th November, 1910.

BAZAAR.

IN Aid of the Poor Chinese Orphans of the ASILE DE LA SAINCE ENFANCE. (Under the Distinguished Patronage of Their Excellencies SIR FREDERICK LUGARD, K.C.M.G., C.B., D.S.O. and LADY DUGARD.) The Mother Superior and Sisters have the honour to announce that their ANNUAL BAZAAR will be held at the CITY HALL on THURSDAY, the 8th December, at 2 o'clock in the afternoon

They request your presence in order to inspect the different Needle and Fancy Works made by their Poor Orphans. ASILE DE LA SAINTE ENFANCE.

Hongkong, 29th November, 1910. 11325

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21 hp. ELECTRIC - MOTOR with starting switches pulleys, etc., complete s offered for Bale by the Undersigned. The Motor is in First Class Condition and suited to local requirements. MANAGER. HONGKONG DAILY PRESS OFFICE.

FOR SALE.

Hongkong, 22nd November, 1910. [1307

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IN LOTS TO SUIT TENANTS OR PURCHASERS,

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FRONTAGE, DEEP WATER. Apply-G. FENWICK & Co., LTD.,

ENGINEERS, &C., PRAYA EAST, HONGKONG. Hongkong, 8th June, 1906. [84-168] ON SALE.

TONGKONG HANSARD REPORTS of the MEETINGS of LEGISLATIVE COUNCIL for Session 1909. REVISED BY THE MEMBERS.

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Hongkong, 23rd November, 1910. [131]

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CHINA LIGHT AND POWER CO., LTD. LOST

PPLICATION has been made to the General Managers of this Company to issue to CHUN YET CHING, of Shanghai, a Duplicate Certificate of 100 Shares in the Company, or other Certificate or Certificates in thereof, upon the statement that the Original Certificate, No. 700-100 Shares numbered 25351/25450, and dated 9th February, 1906, has been LOST or DESTROYED; and Notice is Hereby Given that if within 30 days from the date thereof no claim or representation in respect of such Original Certificate is made to the General Managers they will then proceed to deal with such application for a Duplicate. SHEWAN, TOMES & Co., General Managers.

St. George's Building, Hongkong, 16th November, 1910.

WEI SAN KNITTING COMPANY, LTD. LOST.

PPLICATION has been made to the General Managers of this Company to issue to CHING YUE, of Shanghai, Duplicate Floor. Certificates of 1,000 Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that the Original Certificates

No. 18-100 Shares numbered 821/920-921/1020 19-100 1021/1120 20-100 1121/1220 21 - 10022 - 1001321/1420 23 - 1001421/1520 24-100 1521/1620 25 - 1001621/1720 26-100 1721/1820

and dated 2nd March, 1910, have been LOST or DESTROYED; and Notice is Hereby Given that if within 30 days from the Date hereof no claim or representation in respect of such Original Certificates is made to the General Managers they will then proceed to deal with such application for a Duplicate. SHEWAN, TOMES & Co.,

General Managera. St. George's Building. Hongkong, 16th November, 1910.

### INSURANCE

NIORTH BRITISH AND MERCAN. TILE INSURANCE COMPANY. WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1909 £19,875,357.

Authorised Capital ... £5,000,000 Subscribed Capital ... 3,275,000 Paid-up Capital ...... 1,212,500 0 0

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates. BHEWAN, TOMES & CO., Agents.

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TO LET.

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1st floor. SEMI-EUROPEAN FLATS, Praye East, corner of Observation Place. The Trams stop SIEN TING at the door. at the door. Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East. Apply to-

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MENT & AGENCY CO., LD. Hongkong, 1st December, 1910. TO LET.

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Hongkong, 10th November, 1910. [1270

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AUCTION

PUBLIC AUCTION.

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HONGKONG OFFICE, 3. DES VŒUX ROAD. Interest allowed on Current Accounts Deposits received on terms which may be had on application. D. TOHDOW, Manager.

Hongkong, 12th September, 1910. [1233

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HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance. On fired deposits for 12 months 4 % per annum TAKEO TAKAMICHI. Hongkong, 26th September, 1910.

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PAID-UP CAPITAL ... ... \$15,000,000 RESERVE FUNDS:-STERLING £1,500,000 at 2/-=\$15,000,000

\$31,000,000 RESERVE LIABILITY OF PROP'TOES \$15,000,000

216,000,000

COURT OF DIRECTORS. G. Balloch, Esq.—Chairman. ROBERT SHEWAN, Esq. - Deputy Chairman, F. H. Armstrong, Esq. | S. A. Levy, Esq. Andrew Forbes, Esq. F. Lieb, Esq. W. Logan, Esq. Hon. Mr. H. Keswick G. H. Medhuret, Esq.

C. R. Lenzmann, Esq. H. A. Sieba, Esq. CHIEF MANAGES: Hongkong-J. R. M. Smith. MANAGER : Shanghai-H. E. R. HUNTER, LONDON BANKERS:

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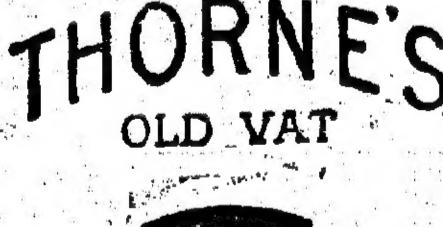
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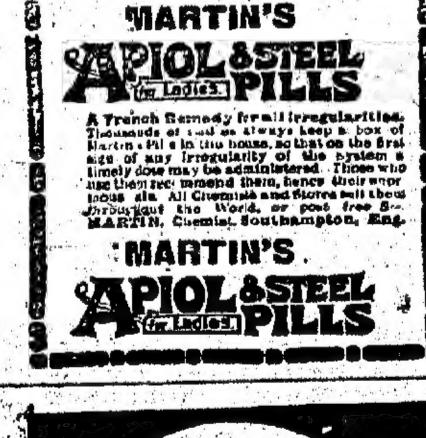
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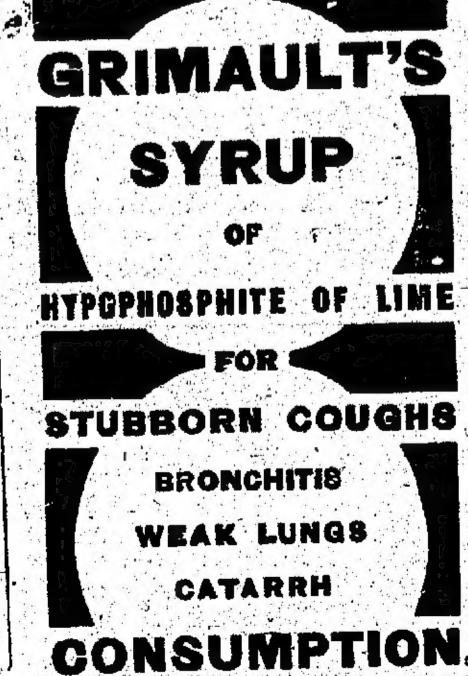
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COURT-MARTIAL AT SHEERNESS.

A Constinartial assembled on board the August 21, 1910, did negligently or by default although only 8 was actually taken. strand the said Bedford or suffer the said ship to be stranded.

The presecutor was Captain E. L. Booty R.N. (H.M.S. President). E Captain C. D. Johnson (R.N. War College) appeared as the prisoner's "friend."

The prisoner pleaded "Not guilty." THE PROSECUTOR'S STATEMENT. The circumstantial letter stated that the "proceed in execution of previous orders"; these ship's log at 175.5 miles. He based the tide were to carry out a passage trial and to proceed shown at 12 knots on experience gained in to a rendezvous off Nagasaki, west five miles passing Shangtung Promontory. reckoning: 33deg. 55min. N., 124deg. 43min. E.). altitude was 33.14 N. when the clocks were put on 30 minutes to 1045

gust 21 (position by dead reckoning: 32deg. action for the safety of the ship? 50 min. N., 126deg. 00 min. E.), when the clocks The Witness-The horizon was very bad, again were put on 30 minutes to 3.50 a.m. (Jap- and as he could take no Southern stars to an time). At 4.15 a.m. on August 21 observa- check the observation; it was quite conceivtions were obtained by the lieutenant (N) of able that the altitude obtained by this sight Polaris and Aldebaran, and at 4.20 am, the land was much in error and therefore reliance was first sighted on the port beam by the officer | could not be placed upon it. There being of the watch. A bearing N. 22deg. E. of the no land in sight ahead, it did not seem necessary land taken by the lieutenant (N.) - which to alter course at once. assuming it to be Loney Bluff, or the high land behind it-fitted in on the course with- he did not send a report to the captain as the in three miles of the dead reckening. The re- result of these sights; there was scarcely time. gult of the Pole Star observation was not He altered course within two minutes. If the obtained until about 4.43 a.m. It put the ship captain had been on deck he would have been 27 to 28 miles northward of the dead reck ning. I able to report to him immediately and action and the result was thought to be unreliable on | might have been taken. The witness went to account of the bad horizon. At 4.45 am. land | the bridge again at 4.45 am., and nothing was

was sighted shead, but being very low and seen until two minutes later, when low-lying land indistinct nothing was decided upon for two appeared shead. The helm was at once put over, minutes, and at 4.48 n.m. the ship struck on the a message being sent down to the captain at the Samarang Rooks. The order to "stop both same time. When the ship turned under the inencines" was given after the ship had struck. fluence of the helm he sighted a rock under the star-The land sighted at 4.20 a.m. would appear to board bow about 100 yards away. He gav have been near the western end of Quelpart | the order at once "Hard-a-starboard." Island, and that sighted abord at 4.45 a.m. to fore he could give the order to stop have been Barlow Island, which is only some the engine the ship struck. He actua-

no leadsmen were in the chains, nor were spy immediately afterwards to stop both engines. soundings taken. No importance was attached to The ship struck about 15 minutes after the this, as at the high speed the ship was steaming helm was put over. There were no leadsmen in and also having regard to the locality neither | the chains nor were any soundings taken. in regard to the following points:--

high speed with a head wind and sea, force of chart, when the monsoons changed. With both 3-to 4, and the ship's bottom foul to the regard to the sights, there was no light showextent of nearly six months out of dock, only ing in the sky until after the ship had struck. about half a knot was deducted from the speed. The horizon was then improving. that the revolutions could have given under the most favourable conditions.

tions referring to the currents in the Yellow first nighted, and he was on his way Sea (China Sea, Vol. III., page 31, and Japan, the deck when the ship struck. He Kores, and Adjacent Seas, page 30) state an order that he was to be called if the that the currents are principally caused speed dropped below 120 revolutions. Beyond by the winds, but obtain a rate of 18 that he had no means of knowing at the end of to 30 miles a day. The wind was from S.S.E. each watch how many revolutions the ship had to S.E., force 3-4, but no allowance was made | travelled during that watch. The patent log for a set accordingly, the result being that each | was taken every hour. It was rarely that alteration of course was made sooner than it speed was over 21 knots, except in trials, and

that "and whenever the ship is approaching the land sheed was sighted. Daylight began to land or any shoals, the captain is to take care show about half an hour after the ship struck. that the navigating officer keeps a good look-out upon deck" was not complied with in sufficient

distant, should have been taken as a caution that navigating officer could take sights up the dead reckoning was seriously in error. At midnight on August 20. being obtained this warning was repeated, and they had a speed trial three months been on the bridge to act promptly upon it. on the bridge when it was first reported to him A lookout was kept for land.

NAVIGATING OFFICER'S EVIDENCE.

at about 4.30 a.m. that land had been sighted,

Lieutement Albert Edward Dixie, pavigating officer of the Redford, deposed that the report of the grounding was signed by Captain Fitzherbert and himself. It was decided between himself and the captain that they should pass within 20 miles of Ross Island on the western

The Prosecutor-Does not a more direct course take you on the north-east side of Ross

The witness said there was a more direct course. but he did not consider it so safe, and his reason for taking the course to bring the ship on the west of Ross Island was that there was a big stretch of open water to the westward, and tha while the ship was steaming at a high speed Ross Island would be passed at night time; moreover, Ross Island was unlighted.

In answer to further questions the witness stated that to obtain his position it might have been valuable, but he did not consider it advisable to take the other course. The captain concurred in the course taken. The speed of the

vessel was estimated from the revolutions with THE LOSS OF THE BEDFORD. the deductions as stated in the circumstantial

The prosecutor drew the witness' attention to the fact that in the report of the grounding the

revolutions were given at 120. The witness stated that the three-fifths trial Bulwark, battleship, at theerness, on November, was started at 120 revolutions to obtain a certain 14th for the trial of Captain Edward Stafford horse-power, and when it was found that they Fitzhertert, "then having command of his did not obtain it the revolutions were increased Majesty's ship Bedford, but now borne on the accordingly. The speed at the time was calculatbooks of H.M.S. Pembroke, for that he, on ed at 120 revolutions with a deduction of a half,

The Prosecutor-When did you first know that the revolutions averaged 121.7?

The Court was composed as follows :-- Vice- The Witness.-- Soon after the ship struck. Admiral Sir G. Neville, commanding the Third The speed was estimated when the revolutions and Fourth Divisions of the Home Fleet were sent to him a few hours later. He rents, and might they not be expected to be (President), Rear-Admiral W. L. Grant considered that at high speeds the revolu- equally affected? (for special service with the Vice-Admiral tions were trustworthy. The patent log was commanding Third and Fourth Divisions put over when the trial began, or just before, pended upon the state of the bottom of the ships Home Fleet); Captain A. D. Ricarde (H.M.S. It was a "Neptune" high speed log, and was as to the difference in the speed of the two. Pembroke); Captain H. J. L. Clarke Flag adapted for high speeds, but he did not consider The speed of the Monmouth at her full-power Captain to the Commander in Chief): Captain it was trustworthy over 15 or 16 knots. This trial was logged at 21 knots and speed by revolutions at 22 knots. The speeds were estimated F. W. Kennedy (H.M.S. Glory); Captain P. V. opinion he based upon his personal experience, tions at 22 knots. The speeds were estimated Lewes, D S.O. H.M.S. Cresor); Captain E. H. and the readings of the log were not taken into from the revolutions, and half a knot was taken Grafton (H.M.S. Victorious); Captain G. P. consideration when he estimated the Bedford's off for the state of the ship's bottom, and half a W. Hope (H,M,S Bulwork); with Fleet speeds. He considered that the revolutions knot for the wind and sea. The readings of Paymaster F. J. Krabbé, R.N., Deputy Judge were more accurate. At 10.15, when the course | the patent log were not taken into consideration was altered to S. 42E., he was not on deck. The in reckoning the speed because the log was new captain was on deck immediately afterwards. and unlikely to be correct. It was a "Neptune" Neither moon nor stars were visible at that log, which was supplied for use at high time to enable sights to be taken. The captain's speeds. order book for August 20 stated that he was to be called when the course was altered, if any. thing was sighted, at any change of weather, at 2 s.m., and at daylight. There was no allowance made for current from noon to 3.20 Bedford left. Wei-hai-wei at about 10 am. a.m. for actual position, except in working (China coast time) on August 20 in company out the dead reckoning. The estimate was made with, and under the orders of, the Com- montally, and not on the chart. He could not mander-in-Chief of the China Station in the account for the difference between the dead craiser Minoteur, the craisers Monmouth and rockoning position worked up to 8 p.m. on Kent also being in company. At 10.30 a.m. on October 20, which allowed a run of S. 24 degrees August 20 the flagship made the general signal E., 177 miles, and the distance logged in the

from Iobana lighthouse. The full-power trial The witness was questioned at considerable of the Bedford began at 11 am. The ve-sel length with regard to the currents on the coast shaped course at 11.40 a.m. S.20 degrees E. to pass | passed by the Bedford. He stated that the sbout 20 miles off Ross Island on the western weather appeared to be clearing when he side. / t noon a position fixed by cross bearings | arrived on deck at 4 a.m. Nothing was then in gave a good departure. The average revolu- sight. He took sights by Polaris and Aldebaran: tions during the full-power trial were 137.46, This took about a quarter of an hour, as they were which, under the most favourable conditions, difficult to obtain, owing to the clouds. Before should give a speed of 22.96 knots Half a they could be worked out land was sighted on the knot was deducted to allow for wind and dirty port side at 4.20. This he judged to be the high bottom, and thus a speed of 22.5 knots was land on Lonely Bluff. He could not see any the Monmouth was the actual course and speed allowed for the full-speed trial. At 7 p.m. the other land then or after, and he decided to through the water on the night of August full-power trial was completed, and the obtain a "fix" by altitude and bearing, going three-fifths trial began. The average revolu- into the chart-house to do this. The sightingtions during this trial were 121.7, giving a great- of high land at 4,20 was not unexpected. His est possible speed of 20.5 knots; a speed of 19.5 | dead reckoning put him about 74 miles from knots was allowed. Subsequent alterations of the land he thought it was. His Polaris obcourse were made at 10.15 p.m. (position by dead | servation placed him 24 or 26 miles. The

The Prosecutor-Having obtained this altip.m. (Korea time); and at 3.20 a.m. on Au. | tude, did not it appear necessary to take prompt

In further evidence, Lieutentant Dixie said ly gave the order, but before he could say The circumstantial letter further stated that "Stop" the ship struck. He gave the order

would have been of the least use. The evidence | Cross-examined by the prisoner, Lieutenant in the case, the letter stated, appeared to in- Dixie stated that with regard to the records diente that Captain Fitzherbert was to blame he should say that the July charts which showed the tide during the monsoon would be (a) The ship was apparently overlogged. At | much more likely to be correct than the October

By the Court-I he afteration of the course was made with the captain's approval, and (b) The two paragraphs in the Sailing Direc the captain was called when the land was would have been had such an allowance been then he used six revolutions per mile as the basis according to the Admiralty table. The (c) Article 975 of the the King's Regulations | captain gave no directions as to taking sights. and Admiralty Instructions, 1906, which state | Only one message was sent to the captain unti-

OTHER WITNESSES.

Lieutenant F. P. Orlando Bridgeman, officer (d) That the fact of the land being sighted at | of the first watch, gave evidence, and identified 4.20 a.m., then by dead reckoning 24 miles | the charts, and said he did not think any

4.43 a.m. on the result of the Pole Star sight | Questioned by the Court, witness said there might have been time even then to sove fore and the speed was taken according the ship from being stranded had the captain to the revolutions. He saw that the patent log was not recording the speed the ship (e) That Captain Fitzherbert did not come was going, but he did not inform the captain.

Lieutenant A. Johnstone, who kept the middle watch, also gave evidence. The speed, was calculated by the revolutions, and he believed the entry in the log as to the revolutions was in his handwriting. The presecutor suggested that the entry had

been made by someone else, but the question was disallowed. By the Prisoner-The captain's orders were that officers of the watch were to take sights wherever possible, and had the weather been

suitable the witness would have taken them. L'eulenant W. P. S. King, officer of the morning watch, stated that when he went on watch the moon estern and a few stars were visible. At 4 o'clock the horizon was too bad for reliable sights to be taken. An expert cavigation officer might possibly have been able to take observations. The lights of the Minotaur were in sight about six miles astern, and here was nothing else in sight until 4.30 a.m., when he saw hand on the port beam. He did not expect to see land, and he at once reported he matter to the navigating officer, who sent for the captain.

The Court adjourned at 6.30.

EVIDENCE FOR PROSECUTION.

The Court-martial was resumed next day on board the Bulwark.

Lieutenant Morgan Tindall, navigating officer of the Monmouth, stated that the passage trials were begun by the Minetaur, Bedford, Monmonth, and Kent soon after leaving Wei-

The presecutor-What side of Ross Island did the Monmouth mark her course to pass? The witness .- To the westward.

The presecutor. Although not in company would not the Monmouth and Bedford, being sister ships, come practically under the same influences as regards wind, sea, tide, and cur-

The witness-That was possible, but it do

The prosecutor-It has been stated in evidence that the Bedford was last undocked in March; might it, therefore, be supposed that the con tion of the bottoms of the two ships would be practically the same?

The witness .- It would be very hard to judge deducted from the speed according to the revolutions for the effect of wind, tide, currents, and the state of the bottom; if, therefore, only half a knot was deducted would you have expected to find that the ship was over-logged?

The witness-Yes, if only half a knot will The prisoner asked that the track charts of all the ressels in the squadron might be produced and was informed by the Court that they had

been telegraphed for. Cross-examined by the prisoner, Lieutenant Tindall said he believed the Monmouth was undocked in January last. He joined her later and could not say whether she was thou docked for eleaning purposes or for adjustment. The course in the log-book 10-21. At 4,40 a.m. (Japanese time) the Monmonth's position was lat. 32 deg. 51 min, N., long. 125 deg. 59 min. E., the position by dead reckoning. The rate of the current would be 1 47 knots. At 4.50 a.m. they altered course to S. 79 on the 30th instant. degrees E., and later to S. 15 degrees E. The

captain came on deck at 4 o'clock, and the witness five minutes afterwards, the captain having sent for him to consult with him about altering course. After looking at the chart the witness said S. 50 E., and the order was given to after to that course. At 12.30 a.m. he believed the Monmouth received a wireless message from the Kent stating that Ross Island bore south-west, but he could not remember the distance. The Monmouth's alteration of course to S: 50 degrees E. was made so as to pass outside the spot where Nebraska Rock was once reported to have existed, approximately 13

miles from Loney Pluff. In further examination, L'entenant Tindall suid he did not sight Ross Island, although he tried to. They passed it at nine mi'es according to the course laid. He first altered course after parsing Ross Island. He passed 27 miles from Loney Bluff by dead reckoning. His captain wished to alter course to be quite sure of passing Nebraska Rock, and he concurred with him,

Lieutenant St. John B. Murray, navigating officer of the Kent; said that that vessel was ateered on accourse to the esstward of Ross Island, as the more direct course to Quelpart, the nearest islands being, 16 miles away. He showed his esptain the course that be proposed to take, and the captain concurred. Ross Island was sighted at 11.54 p.m. (Korean time) about ten miles off. The current experienced up to then was about three-quarters of a knot per hour and was more than he expected to experience.

By the prisoner-Signals were exchanged by wireless between the Kent and the Monmonth

"From Monmouth to Kent, 8.38 p.m. If you see Ross Island presently will you give me position? Our patent log is quite useless. imagine we have been about 21.5."

The reply was-"I estimated Ross Is and to to be about 70 miles from the Kent at 8 p.m. We logged just over 20."

THE PHOINEER'S REPORT. Engineer-Commander Frederick Charles.

Williams, of the Bedford, deposed that he was in bed when the Bedford struck, and did not feel any shock. He turned out to inquire what had happened and on going into the port engine-room found that the port engine had been stopped by telegraph, but the starboard engine was still revelving. On his way down he met a messenger from the captain instructing him to report on the state of the shin, He sent the senior engineer-lientenant to see the state of the forward boiler room, and went into the after boiler room bimself. He believed the Bedford's bottom was slightly foul because he had observed a few scattered shell above the water-line when coaling. The record of the Bedford's trial on June 21st last was:-Mean revolutions, starboard; 149.2; rort, 144.6: speed, 22 knots." On December 10th, 1909 :- Mean revolutions, starboard, 134; port, 133.1; average speed, 22.38." May 21st, 1910. -"Mean revolutions, sterboard, 140.7; port, 138.9; average speed 23.2." The draughts for the 1909 trial and the one in progress at the time the ship struck compared thus :- December, 1909, 25ft. 10in.; August 20-21, 1910,

for this by the ship's having new propellers.

25ft. 5lin. The mean draught on May 21, 1910,

was 26ft. lin.

the captain that he was going to alter course. Captain Fitzherbert left his sea cabin immediately and followed the witness on deck. William J. Miller, petty officer of the Redford

stated that he was quartermaster of the morning watch, and about 4.47 a.m. he received the order from the navigating officer. "Port 25." Half-aminute later be received the order, "Amidships," which was the last order he received before the ship took the ground. The helm was amidebips a few seconds before the ship struck. Frederick R. T. Young, leading signslman,

said that immediately after the ship grounded he, by the captain's orders, made signal by position made by the officers called to the actual searchlight to the flagship Minotaur, "Am heavily aground."

land about 4.25, and reported it on the port beam-it looked more like a cloud. He saw no to be. land on the bows until the ship struck. This concluded the case for the prosecution.

and the Court adjourned for the prisoner to prepare his defence.

JOHNSTONES "SQUAREIBOTTLE"

WHISKY.

BOLE AGENTS IN HONGKON

-they might be the same more or less.
The prosecutor—You said that one knot was LANE, CRAWFORD & CO., and from ALL WINE MERCHANTS. [46

VESSELS EXPECTED.

THE AUSTRALIAN MAIL. The E. & A. str. Eastern from Sydney, &c., left Port Darwin on the 28th ult., for l'imor, Manila and this port, and is due here on the 9th instant.

The E. & A. str. Aldenham left Sydney on. the 3rd inst, for this port, via Queensland Ports and Manila. THE AMERICAN MAIL.

The P. M. S.S. Co. str. Korea arrived at Manils on the 5th inst. morning, and will leave there on the 8th inst. p.m., and is due here on the 10th inst. The P. M. S.S. Co. str. Siberia sailed from

San Francisco on the 29th ultime for Hongkeng, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong THE INDIAN MAIL The Indo-China str. Kutsang left Calculta

for the Straits and Hongkong on the 28th ult., and is due here on or about the 14th inst. The Inde-China str. Laisang left Calcutta forthe Straits and Hongkong on the 1st inst., and is due here about the 17th instant. THE CANADIAN MAIL.

The C.P.R. Co. s.str. Empress of China left Vancouver on the 1st lust, p.m. for Hongkong via usual ports of call. MEROMANT STEAMERS. The H.-A. Linie str. Armania left Shanghai

on the 2nd instant a.m., and may be expected here to day a.m. The tr. Ischia left Singapore for the port on the 30th ultimo afternoon, and may be ex-

pected here to morrow. The N.Y.K. str. Atsuta Maru (European Line) left Singapore for this port on the 2nd instant, and is expected here to-morrow. The T.K.K. str. Hongkong Maru left Yokohams on the 25th ultimo, and is due to arrive

at Hongkong on the 8th instant. The Bank Line str. Redhill sailed from Moji on the 2nd instant, and is due here on or about the 8th instant. The "Ben" Line str. Benledi from Antwerp.

Middlesbro and London left Singapore on the 2nd instant for this port. The Danish str. Siam left Sabang on the 1st inst,, and may be expected here on or about 13th

The American-Asiatic S.S. Co.'s str. Indradee left New York on the 20th Oct., and is due here on or about the 15th instant.

The O.S.K. str. Scattle Mart from Tacoma, arrived at Yokohama on the 1st instant, and is expected to arrive here on or about the 18th

instant, via Manils. The T.K.K. str. Nippon Maru sails from San Francisco on the 22nd ultimo, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 20th instant.

The str. Glenlochy left London on the 5th ult., and is due here on or about the 20th inst. The O.S.K. str. Mexico Mare left Tacoma. for this port on the 26th ultimo, and is expected to arrive here on or about the 29th instant, via Japan and Shanghai.

The American & Manchuria Line's str. Kioto left New York on the 10th uit., and is due here on or about the 1st January.

THE DEFENCE.

The Court resumed at 4 o'clock, when Captain Fitzberbert in his defence stated that the westher experienced after leaving Wei-hai wei was such as might have been expected at the time of the year from the publications supplied. No southerly swell or indication of unusual weather. was experenced. The probable tidal effect on the ship during the run was expected to be slightly to the S. and W.; this was borne out by the officers called by the Court on the point. With reference to currents, the Quarterly Current Chart was taken into account: elso the two paragraphs in the Sailing Directions already mentioned. As to the former, it showed a defined current, small in breadth, but actually embracing the whole route traversed by the ship. It was impossible In re-examination the witness stated that 23.2 not to consider it. The other two knots in May, 1910, was the highest speed paragraphs were general statements covering they had got by this record, and he accounted large areas, and these were accepted as probably nullifying the effects of the other. The resul-Robert E. Tritton, A.B., telegraph man in tant current was expected to be certainly small the Bedford, stated that he was sent to inform | in any direction, and probably nil. This estimate was borne out by the officers called by the Court. The fair log reckoning was, as was usual, the actual course and speed through the water that, it was believed, was being made. The pencilled course and positions on the chart were intended to allow for tides and currents expected; also fore reaching of the ship when cours s were altered, owing to the small helm used. They might differ slightly in longitude from that

worked out by tables, as was not uncommon in a run of some length. The actual current experienced would be more correctly taken from the dead reckening position on the Samarang rocks; not as stated in the report of grounding, which was more Frederick J. Gasser, A.B., said he sighted correctly the difference between the actual position and that in which the ship was believed

To make clear, for the information of the Court, the deck log account, the fair log account and pencilled courses on the chart, Captain

(Continued on Page 7.)

water ....... 60

Pak Bit Yo-White Bait .....

2 WAn Yd-Tench ...... 18

FRUITS.

EE Hang Yan-Almonds ...... , 25

Hei Tong-Apples, small, Cfoo ., -

Yat Pun l'ing Ko-Appies,

Jat 12860 generate terenentententente p.

canas, fragrant, Canton...

brides, Macao.....

nang Heung Tin-Bananas

Ha Yeung To-Carambola.....

Fung Lut-Chestrats, Chil 380 ,,

7 福建 P's Tai T.z-Grapes ... 1st ql. 1b. 24

Kam Shang Lingmon-Lemon,

Till Ye Tez-Cocoenuts .... each 13

Ning Mong-Lemons, Chinese ,,

12 I Lai Chi-Lichees, Fresh 1st ql. lb.-

ZES Lai Chi Kon-Lichees, Small , 20

Ning Mong-Lemons, Saigon , 7

子传出 Shan Chuk Tez-Mangosteens.

Bal Kwa-Water Melons China ...

RA Pak Lam-Olives

Ch'ang-Oranges, Sweet ,, 7

AL Shanghai Li-Pears American , 11

Bi Li-Years Shanghai ......

Hitt L. Plains Swallow .....

Bin Tui-Pears, Cooking Canton

Hung Tal-Persiminous large ... 7

Pun Ti Po Lo-Pine apple..... 11

E Mar Youg Sai Kwa Water Melon,

Heung Kwa-Musk Melon

American..... each

per 100 .....

American ..... per lh

American.....each

Papaw 1st

Passion Fruit, American ... ib. -

,, 2nd ,, ,, -

Brd .. . --

五中珠天 Tin Teum Pin Ko-Apples, Cloo , 12

AES Kök Yu-Turtles, small, fresh-

A Till & Kam Shan Ping Ko-Apples,

Fan Chi-Apples, Custard,

·查查域名 Sha g Sheng Houng Tsiu-

. s	TRAITS SETT	LEMENT	S STOCK	(S AND SHA	RES.		AVERAGE MARKET PRICES:  November 24th, 1910.  The Prices are given in Dollar Cents.
Par value cach share £1. Calls paid up are:—	Malayan Companies.	Singapore Frasur & Co.s Divide Prices, Oct. 26	Par value cach	Malayan Companies.	Singapore Fraser & Co.'s Prices. Oct. 24	Dividends	BUYCHER MEAT,  SING Mea Long Pa Yuk—Heer, sixloin  and prime out  and prime out  And Ham Ngau Yok—Corned Beed  Ship Ngau Yok—Roast Beed  Tong Yok—Beel for soup  Ngau Yok—Beel Stoak  Ngau Yok Pa—Beel Stoak  122
15/ paid fy. ,, 2/ fy. ,, 17/6 ,, fy. ,, fy. ,,	Alor-Pongau  Anglo-Johoro  Anglo-Malay  Bakap  Bantong  Batu Caves  Catu Kawan	1.4.3 50% 15.10.0 70%	10 2/ ty. "	Malacca Ordinary  Merlimau  Merton Syndicate  Mount Austin  Narborough Est  North Hummock  Padang Jawa  Pandan Johoro	3/9		Ngau Yok Ch'ong -Sadiages , 20 Ngau No-Bullock's Brains set 9 Ngau Leo-Beef Steak, Sirloin 1b. 30 Ngau Leo-Bullock's Tongue, fresh, each 50 Ngau Hem Ngau Leom, corned , 60 Ngau Sam - Head., 85 Ngau Sam - Head., 85 Ngau Sam - Heart., 1b. 12
15/ " " 2/, 1/ " " 15/ " "	Batu-Figa Beranang Selangor Bernam Perak Do. Ordinary Bidor B'lands Selangor Bukit Cloh	4.11.6 10% 3%	19. ", 10/ ", 12/6 ", 12/6 ", 12/6 ", 12/6 ",	Pelepah (Johore) Perak Penciro Est. Prye Ratanuf Rembia Rim R Est. of Krian	7/10 1	24% '10 10% '09	Ngau Kāk—Bullock's Feet sach 8 Ngau Iu—Bullock's Kidusy 9 Ngau Mei—Bullock's Tail 18 Ngau Kon—Bullock's Liver ib. 19 Ngau To—Bullock's Liver ib. 19 Ngau To—Bullock's Iripe. undressed 6 Ngau Tsai Tau Kōk—Calve's head and Feet set \$1.00
fy. ,, 15/ ,, 2/ fy. ,, Options fy. paid 2/ 9/ ,, fy. ,, 8/ ,, fy. ,, fy. ,,	Bukit Kajang  Bukit Mertajam  Bukit Rajah  Bukit Selangors  Castlefield  Chankat Salak R. and Tin	12/6 pm 3/8 15.5.0 25% 5.1.6	fy. fy. 2/fy. £1 fy. 15/ 16/ fy.	R. of Johoro Sagga Scaneld Scaneld Selangor Scletar Rubbet Sempah Sendayan Seremban Serangoon		15% 10 50% 10 15% 10	Yong Shau—Mutton Shoulder 20  Yong Pau—Shoop's Header est 50  Yong Sam—Sheep's Heart erch 6  Yong Iu—Shoop's Kidneys each 9  Yong Kon—Sheep's Liver bb. 9  Ch Kök—Pig's Feet each 1.  Ch No—Pig Brains per set 3  Ch Tshp—Pig's Heade
2/ fy. 5/ 3; 2/, 1/6 3; 2/ fy. 3; 2/ fy. 3; fy. 4; fy. 4; 2/ fy. 4;	Chersoneso Cheviot Chota Rubber Cicely Ordinary Preferred Consol Malay Damansara Dennistown Enbh. Selangor Fed. Solangor	1.18.0 50% 1.18.0 511% 1.4.9 50% 7.9.0 25%	2/, 1/ 10 fy. 10 2/ fy. 10 15/6 10 17/6 fy. 10 2/ fy. 10 2/ fy. 10 15/	Shelford Siginting (N. S.) Singapore Para Straits (Bertam) Strathmore R Sungei Bahru Sungei Choh Sungei Kapar Sungei Kruit	2.16.0 7/- 4.17 6 14/-	17 <b>\</b> % '09 25 <b>\</b> % '10	Chû Pai Kwat—Pork Chop lb. 2  Chû Pai Kwat—Pork Chop lb. 2  Chû Chû Ham—Pig's Heart  Chû Kon—Pig's Liver  Chû Kon—Pig's Liver  Chû Tsai—Bucking Pigs (to  order)  A A Shang Ngau Yau—Beel Sust  A Ngau Tsai—Veal  Cha Ngau LapCh'ong—Beel Saussage 2
2/, 1/6 " 16/ " fy. fy. fy. fy. fy. fy. fy. "	Gna Keo R. Est. Garing (Malacca) Golconda Goldon Hope Gula Kalumpong	5.3.9 25% 6.11.6 20% 5.5.0 20% 12.0.0 100%	2/ fy. "	Sungei Liang Sungei Salak Sungei Way Tangkah Third Mile Tremelbye Utd. Sun Betong Val d'Or Est	4.5.0 5.2.6	123% 10 10% 10 250% 09	Pourray  Pourray  Pourray  Rai Tsai—Chicken  El Rai Tsai—Chicken  El Rai Tsai—Chicken  El Rai Fan Kau—Doves  Wild Duck  Pan Kau—Doves  Wild Duck  Pan Kai Tan—Hen's Eggs  Kai Tan—Hen's Eggs  Rai Fowl Canton
10/ 12/8 " fy. " 17/e " 2/ fy. " 2/ 1/ " 	Jong-Landor Jugra (Ordinay) Juru Estates K pong Kuantan Kamuning "A" Do Kapar Para Kelias	5/4 pm 15% 9.2.6 20%	'10 5/ paid '10 10/ Options 5/ paid	Trust and Finance Companies.  Angle-Straits R. T.  Eastern Internat. Trust Mid-East Invest	141	20% '10	MR Hoi Nim Kai—Fowls, Hainan Ng m—Ghese Ng m—Ghese Shanglloi Ya Ngoa—Gueese, Shanghai pair 1.  Pak Kop—Pigeons (Canton each Hoihow The Om Chan—Quail To Tsai—Hare
fy, ,, 7/6 ,, 1/	Kepong Killinghall Kinta Kellas Klanang Klanang Klian-Kellas Kota Tinggi Khota Tampan Krubong	2,3	10/ Options 10/ paid 15/	Rubber Plants. Inves. Tr R. Share Trust Strait. M. & Trust.  India, Ceylon, Borned Java and Sumatra.  Anglo-Java	oj	20% '09	はない Ku—Partridge each で Wo Fa Talk—Rica Birds dos. で Sal Sal Talk—Rica Birds dos. で Sal
fy. 1/fy. 2/fy. 2/fy. 15/ 15/	Kuala Klang Kuala Lumpur Kuala Pahi Kuala Selanger Labu Lanadren Ledoury	8.5.0 75%	10 fy. 17/6 17/6 12/6 % '09 5/ 15/	Asahan (Sumatra Bangawan R. Beaufort Central Sumatra Indian Peninsula Java Amalgam Kimanis Langkon Manchester		0.000 0.000	Water Fish  Water Fish  Man Yn—Cat Fish  Man Yu—Codfish  Hai—Crats  Mak Yu—Cuttle Fish  MEN Sha Mang Yu—Dab  MEN Wong Mei Lun—Dage  Delty Tit To Sha—Dog Fish
16/ 2/fy. 1/fy. 13/ 2/fy	Lendu Linggi London Asiatic Lumut Est. Madingley Est. Malacca 7½% Cum. Pari	2.2.9 12/3 19/- pm dci- 6.15.0	10 1/6 ; 2/ iy. ; 10/ ; iy. ; 2/ iy. ;	Nirmala (Java) Pontianak Sumatra Para Sumatra Props. United Serdang Utd. Sumatra	10/- 5.5.0 7/9	20%	Maker Water Wellow
	PPING IN PORT  STEAMERS  citish str., 1,001, Hinkwitz,	D.c.—Baselland D.c.—B	nan str., 1,014, G. Schungkok 24th Nov., Rice ield & Swire. German str., 1,238, V.—Saigon 20th Nov., rman str., 996, C. Welfick and Swatow 8th I	Pilgrim, General—  Hies Warn  1. 9th Nov Nov. Rice 51 92 Houske			A Loach  Man Mong Yu—Mullot  Man Mong Yu—Mong Fish  Man Kai Kung Yü—Parrot Fish
Nov.—I Butterfi ARAGONIA, Dec.—I Hambu AWA MARU	Sangkok 15th November, Rield & Swire.  German str., 3,228, C. Meyer, German str., 3,228, C. Meyer, General Amerika Linie.  Japanese str., 3,911, S. Ishikov.—Senttle and Ports 25th  Nippon Yusen Kaisha.	1st December Nov., Riconswa. Oot., Oot., Jardine.	Butterfield & Swire. forman str., 831, C. U. Hniphong and Hose and General—Jobsen ish str., 1,737, E. J. Bunwangtao 19th No. Matheson & Co. Ru, Japanese str., 6,500	thow 30th S. Co. Tues. 6 No inference of Coal— Thurs 7 No inferenc	rior high m	a. ia. b. in d id ler low water 7 80 l. d lor low water 8 85 l. 7 nor low w. tar 9 80 l. 9	Han Tex Yû—Pike  Han Tex Yû—Pike  A A Po Tun—Plaice  A A Pak Ch'ong—Pomiret, White  A B Hak Ch'ong— Black  By Ming Ha—Prawns  Page Pi Pa Sa—Ray

23rd Nov. Wuhu 18th and Chinking He 19th Nov., Rico - Order, RYOJUN MARU, Japanese str., 2,979, Y. Yamaguchi, 3rd Dec.-Moji 28th Nov., Coal-

29th Nov.-Barry, England, 12th October,

Heiphong 1st December, Rice-Butterfield

Nov .- Hongay 20th Nov., Coal-Asgeard,

Pybus, R.N.R., 2nd Dec.-Vancouver 11th

Nov., Mails and General-Canadian Pacific

Nov.-Moii 24th Nov., Coal-Shewan,

Newchwang and Dalny 27th Nov., Beans-

- 3rd December-Moji 28th Nov., Coal-

CHARLTON, British str., 2,592, John S. Cave,

Chinus, British str., 1,229, Mathias, 4th Dec.-

DAGNY, Norwegian str., 882, P. Solveson, 22nd

EMPRESS OF JAPAN, British str., 3,039, H.

Ennoll, British str., 2,886, L. James, 30th

Esang, British str., 1,100, Warrick, 3rd Doc .-

FUKUI MARU, Jap. str., 4,189, H. Tominaka,

GREGORY APOAR, British str., 2,961, S. H.

General-David Sassoon & Co., Ltd.

HAIMUN. British str., 641, A. Stewart, 29th

HAIYANG, British str., 1,362, A. E. Hodgins,

HANGCHOW, British str., 999, W. D. Brymer,

Nov., General—Butterfield & Swire.

JAPAN. British str., 3,505, A. Stewart, 29th

KAGOSHIMA MARU. Japanese str., 1,234, Mina-

KEONGWAI, German str., 1,117, Joh. Kohler,

KIURIANG, British str., 1,234, Robertson, 30th

KWANGLEE, Chinese str., 1,468, Lincoln, 2nd

KWONGSANG, British str., 1,424, Richard, 1st

General—Jardine, Matheson & Co. Locksun, German str., 1,020, W. Taubert, 2nd

and Meal-Butterfield & Swire.

Beans-Butterfield & Swire.

mikawa, 2nd Dec -- Mororan 23rd Nov.,

7th Nov.-Bangkok 29th October, Rice-

Nov.-Newshwang via Chefoo 23rd Nov.,

Dec,—Shanghai 29th November, General—

Dec.-Shanghai and Swatow 30th Nov.,

December - Bangkok 25th November, Rice

Dec., General-Douglas, Lapraik & Co.

November-Swatow 28th Nov., General-

4th December Foochow via Swatow 3rd

25th Nov .- Newchwang and Chefoo 19th

Jardine, Matheson & Co.

Mitsui Bussan Kaisha.

Donglas, Lapraik & Co.

Sassoon & Co., Ltd.

Coal - Ataka & Co.

Butterfield & Swire.

C. M. B. N. Co.

China Navigation Co., Ltd.

Coal-Dodwell & Co.

& Swire.

Thoresen & Co.

Railway Co.

Tomes & Co.

Mitsui Bussan Kaisha. SHANTUNG, British str., 1,835, J. Robinson, 24th November - Hongay 21st November, Coal-Butterfield & Swire.

SILVIA, German str., 4,197. F. Porzelius, 20th Nov.-Shanghai 16th Nov., General-Hamburg-Amerika Linie. Soshu Maru, Japanese str., 1,119, K. Suka-

wa 3rd December-Anning via Swatow 2nd Dec., General-Osaka Shosen Kaisha SZECHUEN, British str., 1,142, Sidford, 1st Dec. -Tientsin 24th November, General and Nuts-China-Navigation Co.

TAIBHUN, Chinese str., 1,216, Passmore, 3rd December-Tientsin and Chefoo 27th Dec., General-C. M. S. N. Co. TAMING, British str., 1,350, G. H. Pennefather,

28th Nov.-Manila 25th Nov., General-Butterfield & Swire TELEMACHUS, British atr., 1,320, Edwards, 26th Nov.-Saigon 16th Nov., General-Wo Fat Sing.

Belson, 2nd Dec. Singapore 26th Nov., TELENA. British str., 2,768, Stratton, 27th Nov.—Balik Pappan 19th Nov., Kerosene Oil-Asiatic Petroleum & Co. TENYO MARU, Japanese str., 7,265, E. Bent, 29th Nov. San Francisco 1st November,

General Toyo Kisen Kaisha. TINGSANG, British str., 1,060, Kitches, 28th Nov.-Wuhu and Chinking 25th Nov., Rice-Jardine, Matheson & Co. ULV, Norwegian str., 882, J. Pedersen, 2nd Dec. Dainy 24th Nov., Beans - Asguard,

Nov. Moji 24th Nov., General-David WASHINGTON, German str., 2,659, C., Stoge, 8th Nov.-New York 3rd Sept., Petroleum in bulk-Standard Oil Co. WOSANG, British str., 1,127, J. Smith, 1st Dec. -Dalny 15th and Newchwang 24th Nov. General and Beans-Jardine, Matheson &

> WUHU, British str., 1,227, J. Meethel, 27th Nov.-Chefoo 22nd November, General-Butterfield & Swire.

ZAFIRO, American str., 2500, E. Bice, 4th Dec. -Cebu, Iloilo and Manila 1st December, General-Shewan, Tomes & Co.

BAILING VESSEL.

UTEOPOLIS, British 4-masted barque, 2,532, F. Downs, 16th Nov.-New York 16th June Case oil—Standard Oil Co.

The same of			strate s	attain to	1.0	A CO	Loach	10	28	
	TOR WATER	Sec.	LOW WA			放唐	Chai Yu—Mullot Mong Yu—Mong Fish	48	24 28	
recta onto		Height	Hongkong Mean Time.	Height.	3. 18 18 18 18 18	をなる。	Shang Ho—Oysters Kai Kung Yu—Parrot Fish Tan Lo—Perch	22		
P AN	h. m. No inferior	th, t.	pa d id	b. in.	3	<b>医</b>	Han Taz Yû—Pike Fa Po Tun—Plaice Pak Ch'ong—Pomfret, White.	9,0		
ed. 7	No inferior	high 7 4 high	m 7 80 mor low m 8 8	water 1 7 water		機関	Hak Ch'ong— Black Ming Ha—Prawns Pl Pa Sa—Ray	12	22 48 9 15	-
et 10	No interior	7 0 high 0 5	20 9 50 20 10 26 22, 10 26 9 53 4	water		魚遊	Sa Yu-Shark	93	10	
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77/	waroka l	ur nervicker)	ROLOGICA			立即	Lap Yu—Snapper Tat Sa Yu—Soles		26 22	

HONGE	ING ME	TEOBO	LOGICA	
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	Previous Day	On Date so	On D
Harometer Temperature Humidity	\$0.17 62 54	80.27 60 71	\$0.18 58 85 N
Wind Direction Force Weather Rain	North 1 0	Calm 0 od 0.03	i o —

Highest open air Temperature on 4th ...... 69 Lowest open air Temperature on 4th ...... 52

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VEGETABLES, &c. TAYEL Shanghai Ys Chi Chak-Artichokse, Shanghai Loong Soo Ta'oi -Asparagus, dos-数据 Chuk Shun—Bamboo Shoots ... lb.— Ngt Tedi-Beans, Sprous At Tan Kok- , Long...... 在m Min Tan-Broad Pin Tau - French, S'hal Moon Bin Tau-Beaus, Macao (French)

AMM Hung Tau Ts'oi Sho Bestroot Kar Han - Cano .... Taing Ke-Brinjals Great ... Yuen Ko- Red. A Pak Troi-Brassica 本作 Kai Ta'ol—Cabbage Chinese 西井港上 S'hai Kai Te'oi—, Slinnghai Kam Shiln-Carrots EME Ye Te'oi Fa Cauliflower .... each S 名文傳大 Tai Ye Ts'oi Fa-, Large Size, 13 在五路中 Chang Ye Te'oi Fa -- Caulitiower, --

Can Ts'oi-Celery, China ..... lb. 4 AFR Young Can Ts'oi-Celery, Eng. " Fu Kwa-Bitter Squash ....... Kon Lat Chiu-Chilies, Dried . 10 Taing Lat Tain-Chilles, Green , 10 版花紅 Hong Fa Tsiu-Chilles, Red ... "10 A Tring Kwa-Cucumbers ..... , 1

科林區和 Ka Li Te'oi Liu-CueryStuff, English ...... Shuen Tau-Garlie...... TE Lo Keung-Ginger, old ....... 10 Tas Koung Ginger, young ... !. 14 Kan Lik-Horse Radish, Shat ,, 20 Suk Mai-Sweet Corn.....piece 4 基本 Young Shang Ts oi - Lettuce... lb. Mush Melon. 西京生 Shang Tso Ku-Mushrooms, frosth ......

鎮建神 Young Toung Tau-Onions, Bombay ... # Shang Ts'nng-Onions, Green , 4 資產本品 Yat Pun Ts'ung Tan-Onions, 

Banghai Ts'ung Tau-Onions, Shanghai ....... Ma ka Okroos ..... 四章 Young Yuen Si-Parsley, Eng ,, 10 子事無益 Foodhow Shu Tsai—Potatoes, Foodhow ........ LE Shanghai Shu Tsai-Potato

UMA Yat Pun Shu Tsai-Potatoes, Japanese ..... BENE O Man Shu Tsai -Potatoes, Macao anteresassas and appropriate of 好事放作 Fa Ke Shu Teai-Potatoes, E Fan Shu-Potatoes, Sweet....

虚孝 Tong Kwa-Pumpkin ...... The Cha Tsai Tsoi-Puraline ..... GARA Hung Lo Pak Tuni-Radish ... " MELO Kon Ta'ung Tau-Shalota..... Yin Ts'oi -Spinach ...... 51 P Fu Tau-Taros ..... Za Fan Ke-Tomatoes..... In Pak-Spinsch Chinese ..... 在里 Lien Ngau-Lily Root ..........

War Young Lo Pak-Turnips, Eng. Telt Kwa-Vegetable Marrow, Ma Tai -- Water Chestnuts, 番島城橋 Kwei Lam Ma Tai - Water ... Chestnuts, Mandastin ..... 本章 Sai Yuong Ta'oi — Water Cresses Tai Shu-Yams......

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The same of the sa

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MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH Alacrity, despatch-boat 700 2,000 ihp., Act. Comir. P. H. Noble, M. V.O., Shanghai. Astrea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddle, en route to Hongkong.

Atlas, admiralty tug, 615 tons, 1,400 i.b.p., Master, S. West, Hongkong. Bramble, gunboat 710 tons, 900 i.h.p. Lieut. Comdr. B. G. Washington Shanghai. Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. E. H. Donovan, Weihniwoi. Codmus, British el 2 p. 1,070 tous, i.h.p. 1,400,

f.d., Comdr. H. Lynes, cruising. Cherub, water tank and tug, 390 tons, i.h.p. 340, Master, W. Smith, Hongkong. .Clio, British sloop, 1,070 ton; i.h.p. 1,400, Comdr. H. R. Veale, cruising. Fame, torpodo boat destroyer, 340 tons, 6

guns, 5,700 i h.p., Lt. Comdr. C. B. Land Hongkong. Flore, 2nd class craiser, 4,359 tous, 10 guns, 7,000 i.h.p., Captain J. Nicholas, Shaughai. Handy, torpedo-boat destroyer 295 tons, 6 gune,

4,000 h.p., Lieut.-Condr. B. J.-D. Guy, V.C., Hongkong. Asrt, torpedo boat destroyer, 295 tons 6 guns, 4,000 h.p., Lieut, Comdr. H. S. Mouroe,

Hongkong. Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt.-Comdr. G. C. Heathcote, Hongkong. Kent, armoured cruiser, 9,800 tons, 14 gans,

i.h.p. 22,000, Capt. S. St. J. Farquhar, Kinsha, river gunboat, 616 tons, i.h.p. 1,200, Lieut. Cometr. T. J. S. Lyne, Yangtsze. Merlin, surveying ship, 1,070, tons, 6 guns, 1,400

i.h.p. Capt. F. C. Learmonth, Kudat, B. N. Sandakan. Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. I. Winslos, K.C.B., C.V.O., C.M.G., 14,600, tons, i.h.p. 27,000.

Act. Capt. A. Lowndos, Hongkong. Monmouth, armoured craiser, 9,800 tons, i.k.p. 22,000, Captain H. L. P. Heard, Hongkong. Moorlien, river gunboat, 130 tons, 2 guns, I.h.p. 800, Lieut, Comdr. G. P. Leith, Hongkong.

Newcastle, 2nd class craiser, 4,800 tons, turbine Captain George P. E. Hunt, D.S.O., Nightingale, river gunboat, 85 tons, 240 h.p. Lt.-Comdr. Claude Hillersden-Woodward,

R.N., Yangtsze. Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Comdr. Lambe, Hongkong. Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Cosmo A. O. Douglas, Canton. Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Liout. Comde E. J. J. Soc hby.

Snipe, river gamboat, 85 tons, 2 gans 240 h.p., Liout-Comdr. John Michael Barker, Yang-Taku, torpedo boat destroyer, 305 tous, i.h.p.

6,000, Gunner E. J. Trillo. R. N., Hong-Tamer, receiving ship, 4,650 tons, 6 guns, Commodore Eyres, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lient. Comdr. R. J. Buchanan, Yangtere. Thistle, gunboat, 710, tons, 900 hp., Lieut. Comdr. M. B. Baillie Hamilton, Shanghai Virago, torpedo-boat destroyer, 395 tons, 5 guus-6,300 i.h.p., Lient-Comdr. C. B. Land

Hongkong. Waterwitch, surveying ship, 620 tons, 450 i.b.p. Liout. Comdr. R. L. Hancock, en route to Hongkong.

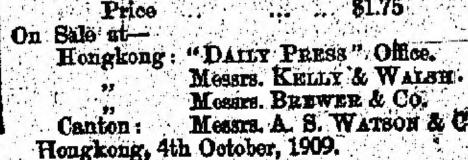
Whiting, torpedo-boat destroyer, 369 tons, 5 guna, 5,900 h.p., Lieut. Comdr. G. B Hartford, Hongkong. Widgeon, ganboat 195, tons, 2 gans, 800 h.p.

Lt. Comdr. M. H. Wilding, Yangtze. Woodcook, gunboat, 150 tons, 2 gans, 550 h.p. Lieut. Comdr. B. R. Brooke, Yangteze. Woodlark, gunboat, 150 tons, 2 guns, 550 h.p. Lieut. Comdr. G. F. A. Mulock, Yangtere.

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## THE LOSS OF THE BEDFORD

(Continued from Page 5.)

· Fitzherbert stated that at 8 p.m. the courses on JTHE H.A.L. Steamship the chart right through were placed on the assumption that the revolutions of 120 at least wind, and sen. This, owing to 120 revolutions Undersigned. being exceeded in the three fifths trial, was notually increased to 0.8 of a knot for nearly, to the contrary be given To-DAY. nine liours. The B. Scord's bottom was not docking beiship had been continually in northern they cannot be recognized. waters, where fouling was generally known not to way for guinery practices, and had made her ! to rent .speed for revolutions during these; slie had also deeper draught she had done 23.2 knots for 139 revolutions, . She had also done a trial in December, 1909, and with a deeper mean draught had got 22.38 knots for 133.5 revolutions, the state of bottom being recorded as "moderately clean." She had then been nearly ten months out of dock. The propellers had been thoroughly climical on August 15 with a view to the trial. The wind was logged in the Hedford up to "4" as a maximum; sea was logged "3.4"; no swell from the southward. In the long fine ships of this class one would not · . expect these circumstances to have much effect on the speed. The patent log was not trusted In ordinary weather it was considered that the revolutions were the best guide. With reference to Article 975 King's Regulations, from his experience of the invigation officer he had never found it necessary to give special orders on the subject, and half given mone on this night Iso had always found him carry, out the Regulations applying to him to that affect, both in spirit and letter. It was pointed out that the navigating officer notually was on deals before land was within 14 miles, and barore it was sighted a ht-that time he was by dead reckoning about 20 miles from land. With reference to land being sighted at night, with a full moon and high land it was quite expected that land might be sighted. The evidence would show that on subsequent nights the land frequently was sighted at considerable distances; actual fixes were obtained on several mornings at 5 min. from the low land. The course was shaped wide of. danger to enable it to be kept even if hard was not sight dowing to weather being overcast The Pole Star observation was considered by the observer a doubtful one; he would have had no hesitation in altering course without the captain being on deck if he had considered it trustworthy. This contingency was allowed for in his (the prisoner's) standing orders. " AN ABNORMAL OCEAN CURRENT."

Having theroughly considered all the informstion at his disposal, and also consulted Captain L. E. Power, he decided to adopt a course which should err, if anything, on the safe side by passing about 20 miles clear of all-daugers. He left the bridge at about 19.30 p.m. and turned in in his cahin just below the bridge at about 11.30 p.m. Far from having any idea of approaching land, ho, was only slightly anxious about arriving late at the renderrows next day through adopting such an outside course. He was called in accordance with his night order book at 4:30 a.m. The messenger reported "Quelpart Island on the post beam. This report was expested, and imfortunately failed to rouse him. The next report received was that the navigating officer was aftering course. Recognizing FIME Steamship this as something unusual, in view of his standing order book, he followed the messenger out of his cabin, and was at the foot of the Captain McGregor, having arrived from bridge ladder when the ship struck. Heat once the above Ports, Consignees of Cargo are ordered "collision stations," and seeing the hereby informed that their Goods are being Minotaur approaching het ordered signals to be landed at their risk into the Godowns of the made to her by searchlight. The Minotaur Hongkong and Kowhon Wharf and Company, altered course at once to seaward and shortly Limited, Kowloon, and stored at Consignees' "-made a signal, "Repeat last signal." He risk and expense. was unable to do this, as by this time steam! Optional Cargo will be carried on unless had failed and the dynamo was stopped instructions are given to the contrary before To account for the fact that the ship was 4 P.M., To-DAY. out of her course, though utterly unsuspected ! All broken, chafed, and damaged Goods are by him (the prisoner), he could only suppose to be left in the Godowns, where they will be it was due to an abnormal ocean cur- examined on Pirtuspay, 8th instrat 3 P.M. rent experienced in weather apparently normal. All Claims must be presented within fifteen. The existence of this current was borne days of the Steamer's arrival here, after which out by the other ships in company, and ton great | date they cannot be recognized. current having been a tidal one, it was probable to rent. that the Kenf would have been most affected On this account, and from the distance from the land, "it (would seem to be an ocean current

Captain Tuke. The papers might be summarized thus-S.S. Kwangse .- When W.S.W. of Quelpart on July 5, 1909, a northerly current of 20 miles was experienced in 14 hours. This resulted in Quelpart Island being sighted right ahead. .. S.S. Knight of the Garter - On August 23, 1910, or three days after Bedford prounded, a parrent of N. 12deg. E., 37 miles, was experienced in 7h. 35min. The locality appears to have been passing south of Quelpart and on into the Koroan Strait.

Various papers would be put forward to show

that strong and erratic currents had been experi-

enced in these localities, and also evidence from

S.S. Selim.-On February 28, 1908, a current of north (true), 33 miles, in 23th., was experienced W.S.W. of Quelpart, resulting in the ship stranding on the S.W. coast of the island. In this case the Board of Trade inquiry exonerated the captain from all blame owing to the abnormal current.

'All this information, Captain Eitzherbert was not within his knowledge at the time. All four ships had made their allowance in the log for the state of bottom. wind, and sea; in each case the actual position differed widely from the true dead reskoning positions worked up from the log. He submitted this was very strong evidence of the existence of a powerful chirrent during the Bedford's run, more especially when the known tidal effect off Shantung and Quelpart was taken into account. The distance the courses were shaped to clear Gifford Island was an allowance made to meet contingencies not otherwise provided for. Very exceptional conditions were not expected, so that this turned out to be insufficient for the case. He pointed out that no other ship seemed to have thought exceptional conditions prevalent. In concluding his statement of defence. Captain Fitzherbert stated that soundings were not considered to have any value as a chide to position and the circumstantial letter concurred in that

Lieutenant Ward, navigating officer of the Minotour, called for the defence, said that he was surprised when the signal was made that. the Bedford was ashore.

Captain G. C. Cayley, commanding the flagship Minotaur, stated that he was surprised when the Bedford reported she was ashore. He could hardly believe it. He also stated that Captain Fitzherbert did everything possible in. the way of salving the Bedford.

After Captain Cayley's evidence the Court

## NOTICES TO CONSIGNEES

FROM EUROPE.

would be kept, taking in the allowance above Captain Manss, having arrived, Consignoes of mentioned a The fair log account was Cargo are hereby informed that their goods are that kept of the actual speed through water, being landed and placed at their risk in the &c. The deck log account was not trusted, hazardous and/or extra-hazardous Godowns of as errors of instruments used were not known; the Hongkong & Kowloon Wharf & Godown With regard to over-logging, an allowance of Co., Ltd., whence delivery may be obtained half a knot throughout was made for foul cottom, against Rills of Lading countersigned by the

All Claims must be presented within ten days

No Claims will be admitted after the Goods occur capidles unlike the southern poets of the have left the Godowns, and all Goods remaining station. The ship also had been constantly under undelivered after the 7th inst. will be subject

All broken; chafed, and damaged goods must done a passage trial in May, in which on a be left in the Godowns, where they will be examined on the 6th inst., at 3 P.M.

No Fire Insurance will be effected by us rany case whatever. This Steamer brings on Cafgo:

Ex s.s "Therese et Marie "from Bordeaux. Ex s.S. "Guandiana " from Setubal, Exas. "Soneck" from Sotubal. Ex s.s." Brunla" from Drammen. Ex s.s. "Brunla" from Skisu.

Ex s.s. " Dronning Sofie " from Stavanger.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 1st December, 1910. NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE MPERIAL GERMAN MAIL LINE.

#### THE Steamship

"PRINZ LUDWIG;" having arrived. Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being anded and stored at their risk into the hazard ous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowleon, and West Point Godowns, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 8th inst, will be subject

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 8th inst., at 9 30 A.M. ... All Claims must reach us before the 12th

inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the

This Steamer brings Cargo "CABOTO" from Venice and Catania.

Ex. S.S. "STAMBUL" from Smyrna. Transhipped at Port Said. NORDDEUTSCHER LLOYD, -MELCHERS & Co.,

General Agents Hongkong, 1st December, 1910. "GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

'ANTWERP, MIDDLESBORO'. LEITH, HULL, LONDON, AND STRAITS

"GLENLOGAN,"

extent even by the Kent, whose course, inside! No Claims will be admitted after the Goods the other ships, was similarly, though not to such have left the Godowns, and all Goods remaining a large extent, affected. In the event of this undelivered after the 8th inst. will be subject

> No Fire Insurance has been effected. Bills of fading will be countersigned by SHEWAN, TOMES & Co., Agents,

> Hongkong, 2nd December, 1910. [1347] "BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SHIMOSA,"

FROM NEW YORK.

NONSIGNEES of Cargo are hereby informed. I that all Goods are being landed at their risk into the Alodowns of the Hongkong and Kowloon Wharf and Godown Co, Ltd., at Kowloon, whence and/or from the wharves

delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will-be subject

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognized. All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on the 9th inst, at 2.30 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & Co., Lrb., A gents. Hougkong, 2nd December, 1910.

OSAKA SHOSEN KAISHA.

NOTICE TO CONSIGNEES.

The Co.'s S.S. "PANAMA MARU," FROM TACOMA, JAPAN AND MANILA.

THE above-mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo from alongside;

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and Cargo remaining on board after SATURDAY

the 10th inst., at Noon, will be landed and stored at Consignees' risk and expense. All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on MONDAY, the 12th inst., at 11 A.M. No Fire Insurance will be effected by us in

any case whatever. OSAKA SHOSEN KAISHA. Hongkong, 2nd December, 1910.

### NOTICES TO CONSIGNEES

S.S. "VILLE DE LA CIOTAT." COMPAGNIE DES MESSAGERIES MARITIMES.

ONSIGNEES of Cargo from London ex s.s. "Medoo" and s.s. "Basque" from Havre and Rouen ex s.s. "Basque," from Bordesux ex s.s. "V. de Dunkerque," in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at Oftional Cargo will be carried on unless notice their risks into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., at considered to be foul to any extent. Since of the steamer's arrival here, after which date | Kowloon, whence delivery may be obtained imniediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO DAY requesting it to be lauded

Bills of Loding will be countersigned by the Undersigned. Goods remaining unclaimed after the 12th instant at Noon will be subject to rent and landing charges. All Claims must be sent in to me su or before

the 13th December, or they will not be recognized . All damaged packages will be examined on the 12th December at 3 p.m. No Fire Insurance has been effected. P. THOMAS

Hongkong, 5th December, 1910,

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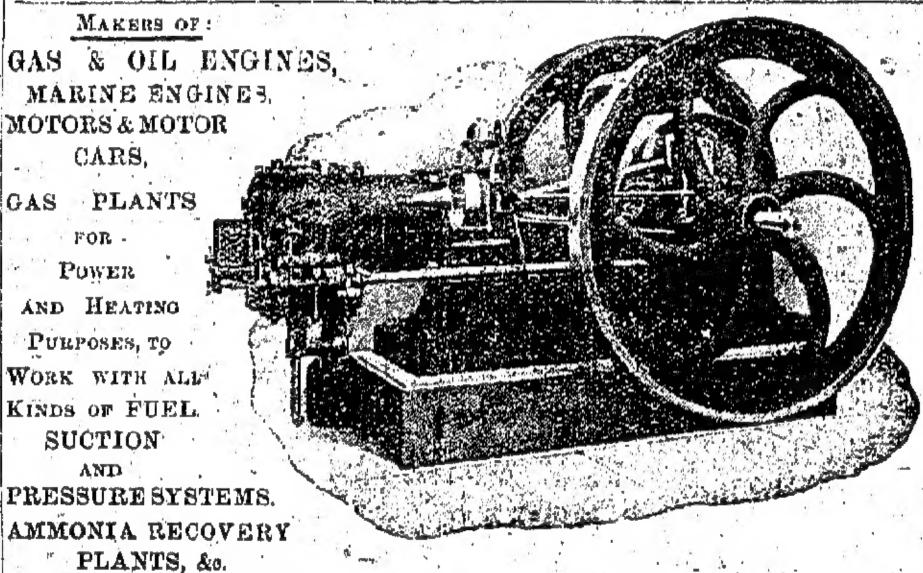
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Hongkong, 5th December, 1910.

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† CHIYO MARU 21 000	SATURDAY, 21st Jan., at 1 P.M. 28th Jan., at 1 P.M.
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Dec.-Hongay 1st Dec., Coal-Auguard, Thoreson & Co. EBNEST SIMONS, French str., 2,890, R. Gerard, 5th December-Yokohama 26th November,

General-Messagories Maritimes. Hanor, French str., 630. J. Pannier, 4th December-Haiphong 29th Nov., Rice and General-A. R. Marty. INVERCLYDE, British str., 1,234, Alexander, 5th

Dec .- New York 13th Oct., Oil-Standard Oil Co. Kallong, British str., 987, J. Warrack, 4th Dec.-Iloilo 30th Nov., General-Butter-

field & Swire. LOONGMOON, German str., 1,245, Andersen, 5th Dec. - Saigon 30th Nevember, General -Hamburg Amerika Linie.

MICHAEL JEBSEN, Germanatr., 950, J. Petersen, 4th Dec.-Heihow 2nd Dec., General -Jebsen & Co. Touanug, French str., 782. Erick de Catalano, 5th Dec.-Haiphong 2nd Dec. Rice and

Coment-Messageries Maritimes. YUNNAN, British str., 1,006, Owen, 4th Dec .--Java and Pekalongan, Sugar-Batterfield

ULV, Norwegian str., 5th Dec. Canton,

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 5th December. Awa Maru, Japanese str., for Shanghai. Childs, British str., for Haiphong. Ernest Simons, French str., for Europe, &c. Haimun, British str., for Swatow. Japan, British str., for Singapore. Yunnan, British str., for Hongay.

DEPARTURES. 5th Decomber. CALABRIA, Italian cruiser, 4th Dec.-Amoy. CHENAN, British str., for Canton. DAGNY, Norwegian str., for Canton. ESANG, British str., for Canton. HARDINGE, British troopship, for Bingapore. MONGOLIA, American str., for San Francisco. PAOTING, British str., for Tsingtau. VILLE DE LA CIOTAT, Fr. str., for Shanghai.

SHIPPING REPORTS. The British str. Kaifung reports: Strong N.E. monsoon and heavy sea. The British str. Chenan reports: Stron N.N.W. to N. Easterly gale and high following

The French str. Towares reports: Ve. bad weather, strong N.E. monsoon and roul

#### PASSENGERS. ARRIVED.

Per Chenan, from Shaughai, Mrs Laurian Per Touarcy, from Halphong, Mr Grima and Madama Pelogi. Per Bujun Maru, from Shanghai, &c., Gerner, Mr Whiteley, Mr A. G. Wassense

Mrs J. Nurse. Per Ville de la Ciotat, for Hongkong, fre Marseilles, Mr Manners, Mr Variomout, Rev. Pere M. Marena and Mr Max. P. Engel; from Colombo, Mr and Mrs Lefranc; from Singapore, Mrs M. Tambon; for Shanghai, from Marseilles, Mr D. Leagreze, Mr and Mrs Gillis, Mr and Mrs Couvet and infant, Mr Bouille and Mr Torents; from Singapore, Mr A. Ostreros; from Saigon, Mr Juan Romagoy, Mr and Mrs Giraud, Mr Cegall and Mr Kawai.

Per Aki Maru, from Japan, &c., for Hongkong, Mrs J. M. Henderson, Master Henderson, Miss E. H. Moss, Mr E. Ledue, Mr C. Piquit, Mr J. H. Johnson, Mr and Mrs J. L. Galloway, Capt. and Mrs H. S. Taylor, Mr H. Keswick, Mr A. P. Nobbs, Mr O. Mardoch, Mr and Mrs W. K. Smith, Mr L. Philipps, Mr S. Low, Mrs G. Christopherson, Mr Tuason and Miss L. A. White; for Singapore, Mr R. Danno, Mr K. Okada, Mr Y. Tomigaka, Mr K. Fujii, Mr and Mrs G. N. Loury; for Penang, Miss E. P. Walker and Miss Mary Barton; for Colombo, Mr O. S. Payne; for Port Said, Mr H. Yamamoto; for Marseilles, Mr and Mrs D. Braud, Mr and Mrs Sweis, Miss Sweis; for London, Mr J. Sano, Mr S. Yoneda and Mr S.

Per Ernest Simons, for Hongkong, from Yokohams, Mr Kharimsky; from Shanghai, Mr Bay, Mr G. P. Silva, Mrs A. Levy, Messrs Nomfauff, Wilson and Arnold ; for Raigon, from Yokohama, Mr A. Delfargueil; from Shenghai, Mr Tressae and Mr Hugentack; for Singapore, from Kote, Messrs S. Minomi, Kuzuka, Mac and Kitaura; from Shanghai, Mrs P. S. Aaron; for Colombo, from Shanghai, Dr. and Mrs Kimle; for Djibouti, from Shanghai, Mr Pigman, Mr Blane, Mr Bitlet and Mr Yaumatsu; for Marseilles, from Yokohama, Count de Pontae, Vicomte de Villiers, Mrs de Brionde, Mesers H. Thomei, Louis Jouve and Wantzell: from Shanghai, Mr L. Smith, Lt. Sockell, Mr Seisson, Mr F. Pila, Mrs Chasserot, Mr and Mrs Emeliduoff, Mr Frai. Kignoule and Mr J F. Maru.

DEPARTED. Per Mongolia, for San Francisco, &c., Mr C. L. Gorham, Mr and Mrs N. Yamada, Mrs R. Dumbleo, Mr H. Chitmau, Mr S. Wolff, Mr and Mrs F. M. Schultz, Mrs C. S. Bishop, Mr H. F. Roller, Capt. and Mrs Rodger Wells, U.S.A., Mr and Mrs W. A. Mareau, Miss M. D. Smith, Major J. A. Penn, U.S.A., Mr and Mrs C. F. Hendrie, Miss J. F. Hendrie, Miss E. Hendrie, Miss F. Hendrie, Mr and Mrs H. G. Garden, Mrs J. P. Palmer, Mr R. W. Palmer, Mr R. Torres, Mr J. Ansoani, Dr. W. M. Greenwood, Miss J. R. Greenwood, Mr and Mrs C. E. Ferguson, Mr L. W. Taylor, Dr. Esther Gimson, Mr and Mrs G. H. De Glover, Miss K. De Golyer, Mrs H. Randall, Miss A. W. Hayes, Miss A. Sagehorn and Mrs K. J. Hayes.

STEAMERS PASSED THE CANAL.

November 4th-Hyson, Polyphemus Syria. 8th-Benledi, Inverclyde, Pembrokeshire, Rubonia. 11th-Ambria, Atsuta Maru, Machaon. 16th-Scandia, Wakasa Maru. 18th-Achilles, Bilasia, Alesia. 23rd-Benvorlich, Glenlochy. Goeben, Indragadi, Nippon, Sunda, 25th-Antenor, Brisgavia, Glamorganshire, Tourans. 29th Breconshire, C. Ferd. Laciez, Cardiganshire, Hitachi Maru. December 2nd-Glaucus, Dumbea, Nubia, Palawan, Slavonia, Stentor,

Indravelli. ARRIVALS AT HOME. December 2nd-Hirano Maru, Peleus, Yorck, Bandenia.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "b," midway between Hongkong and Kowloon" m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

1. From Green Island to the Harbour Master's.	VESSEL'S NAMES.	FLAG & Blu	BERTH	CAPTAIN	FOR PREIGHT APPLY TO	TO BE DESPATORED
DESTINATION.			, D		TO S N Co	On 10th inst., at Noon.
	ASSAYE	Brit. str	·	Owen Jones, R.N.B.	JARDINE, MATHESON & Co., LD	About 14th inst
DON. &C., VIA USUAL PORTS OF CALL	BRECONSHIRE	Brit. str		A. G. Cubitt, R.N.B.	P. & O. S. N. Co	WOOM SOM THEE
DON, ROTTERDAM & ANTWERP		Brit. etr.		A. O. O. O. O.	OLOF WIJE & Co., LID	About middle of Jan.
ENTER A CLICK.		Swed. str.		tare was tas tas was \$40	Melohers & Co Hamburg-Amerika Linie	On 16th inst.
PROTEIN A CONTROL OF THE A FRENCH COMPLETE OF THE ART AND ARE ARREST	BULGARIA	Ger. str.	K. W.	Jägar	HAMBURG-AMERIKA LINIE	On 9th inst.
PRINTENING AND AND THE PRINTERS OF THE PRINTER	WESTPHALIA	Ger. str	k. w	Buch	HAMBURG-AMERIKA LININ	On 24th inst.
RE, BREMEN & HAMBURG, &c. VRE, ROTTERDAM & HAMBURG, &c.	ABABIA	Ger. str	k. w.	Rohde	HAMUBEG-AMERIKA LININ	To-day, at 1 P.M.
TOTAL TOTAL HAVEE, A BAMBOUNG, WE'VE	ARMENIA	Ger. str		Girard	MESSAGERIES MARITIMES	To-morrow, at Daylight
BOTTITUD BA VIL FORTH OF WALLED OF		Jap. str.		K. Homma.	OLOF WIJE & Co., LTD	On 20th inst.
THE THE LANDON A RATE HER VAR DID TO THE	CANTON	Swed str.		Brehmer	HAMBURG-AMERIKA LINIE .	On 21st inst.
RSEILLES & COPENHAGEN RSEILLES HAMBURG & ANTWERP &C.	SITHONIA	Ger. str	7 7 1	A. E. Moses	NIPPON YUSEN KAISHA	On 21st inst., at D'ligh On 27th inst., P.M.
TANTON AND THE PROPERTY OF THE PARTY OF THE	C MISHTMA MARU	Jap. str Jap. str		H. Petersen	NIPPON YUSEN KAISHA	On 14th inst. at Noon
VALLA LAGO I VALUON W. W. M. M. W. M. 170 PATISTES A		Ger. str.		O. Pahnke	HAMBURG-AMERIKA LINIE	Today.
PLES, GENOA, ALGIERS, GIBRALIAE, CO.	ABAGONIA	Ger. str.		Meyer	Dodwell & Co., LTD	About 15th inst.
W YORK	Charre	Brit. str.	7 F 1	me and principal	CANADIAN PACIFIC R. Co	On 17th inst., at 7 A.M.
STON & NEW YORK NCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF JAPAN	Brif, str.			CANADIAN PACIFIC R. CO	On 25th Jan., at Noon. On 13th inst., at Noon
4 4 6 6 6 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7 4 1 1 1 1		Jap. str.	400	440 De 404 tay 164	OSAKA SHOSEN KAISHA	On 3rd Jan., at Noon.
		Job. Bir.		K. Kawara	NIPPON YUSEN KAISHA DODWELL & Co., LTD.	On 15th inst.
\$ \$		Brit. str.	A Committee of the Comm	G. E. Elliott	CANADIAN PACIFIC R. Co	On 15th inst.
TORTA B.C. VANCOUVER, & DEALTH	HALLAMSHIRE	Brit. str.		S. Ishikawa	NIPPON YUSEN KAISHA	On 6th inst., at Noon.
NCOUVER (DIRECT)	&c AWA MARU	Jap. str.		124 MAR 181 181 / 341 1	TOYO KISEN KAISHA	On 21st inst. On 22nd inst., at Noor
**	Hongkong MARU	Jap. str.		T. Sokine	NIPPON YUSEN KAISHA PORTLAND & ASIATIC S.S. CO	
CONDATA A REPORT OF VIA LUMBANA AND THE	YAWATA MARU HERCULES	Nor. str.		Geo. Bjerck	TOYO KAISEN KAISHA	On 10th inst., at 1 P.M.
TYPET A DUTA STORY OF THE OWN AS IN A LIPE ON THE ASSET	TENYO MARU	Jap. str.		. 1441 - 481 ju 646 - 484	PACIFIC MAIL S.S. Co	On 14th inst., at 1 P.M.
WE AND VALLETIMENT ALL MINNESSET OF CATAVAS MAN		Am, str.	at a second	W. Davison	PACIFIC MAIL B.S. Co.	On 17th inst., at 1 P.M
N FRANCICCO VIA SHANGHAI & JAPAN, &c. N FRANCISCO VIA SHANGHAI & JAPAN	&c KOREA	Au. str.		E. Finlayson	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M. On 31st inst., at D'ligh
rotter a tit a all Principal via Directables and ""		Ger. str.		H. Raegener	MELCHERS & Co	On 20th Jan., at Nov
tento al Tan Poblic Via Displant	COBLENZ	Jap. str.	,	M. Yagi		On 8th inst., at 5 P.M.
TRUBALIAN PORTS VIA MANADA TO THE	NIKKO MARU ATSUTA MARU	Jap. str.		Wm. Thompsen	MELCHERS & Co	About 13th inst.
TRE & YOKOHAMA	COBLENZ	Ger. str.		H. Raegener M Yagi	NIPPON YUSEN KAISHA	On 21st inst., at Noon
OBE & YOROHAMA AGASARI, KOBE & YOROHAMA	NIKKO MARU	Jap. str.		Bouman	JAVA-CHINA-JAPAN LIJN	
PAN	TJIMAHI	Brit, str.		F. Wheeler	JARDINE, MATHESON & Co., LI	
TANGHAT VIA SWATUW (1) (1) (1) (1) (1)	GREGORY APCAR	The second second		S. H. Belson	DAVID SASSOON & Co., LTD. JARDINE, MATHESON & Co., LI	On 7th inst., at Noon
ANGHAL MOJI & ROBE	TINGSANG	Brit. str.		L66 A	FIGURA SHOBEN KAIBHA	On 8th inst., at 8 A.M
- A		Jap. str.		A. A. Campbell	JARDINE, MATHESON & CO., L.	On 8th inst., at Noon
IANGHAI VIA SWATOW. AMOY & FOOCH	WOSANG	Brit. str.	h A	22. 22. Charge 100 101	RUTTERFIELD AND SWILL	OH OUR YEAR'S ME A TIME
IANGHAI	CHENAN	Brit. str.	7.096	L. E. S. Spicer, R.N.	R. P. & O. B. N. Co.	On 12th inst.
INGHAL	CEYION MARU			Fred. Pyne	NIPPON YUSEN KAISHA JARDINE, MATHESON & Co., L	D. On 14th inst, at Not
LANGHAL KOBE & MOJI	KUTSANG	Brit. str.		Bradley	MELCHERS & Co	11.
HANGHAI, KUBE & MOJI KORE & YOKOHA		Ger. sir.	and the second of	G. Baite v. Dohren	HAMBURG-AMERIKA LINIS	Un 15th inst.
IANGHAI, TSINGTAU, KOBE & YOKOHA HANGHAI, KOBE & YOKOHAMA	SCANDIA	Ger. str.	1 d vi	100 001 000	MELCHERS & Co	On 15th inst.
** 1 '8*1 1 T   K T     WAYNE A) HIS M.A.	SLAM.	Dan str. Brit str.		R. A. Peters	P. & O. S. N. Co.	On 22nd inst
TEANCHAT MOULDE & LUXVIII	NIPPON	Swed. st		100 mm 10	OLOF WIJI & CO., LTD HAMEURG-AMERIKA LINIE	On 30th inst.
TILMANTAT YOKOMAMA & BADDE	SLAVONIA	Ger. str.	. k. W.	Hildebrandt F. J. Fox		About 30th inst.
		Brit. etr		A. Pander	JAVI-CHINA-JAPAN LIJN	Quick despatch
HANGHAI, MOJI KOBE & YOKOHAMA		Dut. str	at the same of the	444 441 441 141 171	OSAKA SHOSEN KAISHA	On 11th inst., at 10
HANGHAI NPING & TAKAO VIA SWATOW & AMO	Y SOSHU MARU	Jap. str	11		OSAKA SHOSEN KAISHA	To day, at 4 P M.
AMSHI TIA SWATON & AMOL	DAIJIN MARU	W4 7 A 12 A	1 m.		DOUGLAS LAPRAIK & CO	To-day at 11 A.M.
WAY & SHANDMAL III OF W. W.	HAIMUN	Brit, str	2 h.	I will the transfer of the contract of the con		On 9th inst., at 11 A
WATER TOWN A MOY & FOUGHOW THE THE TOWN	HAICHING	Brit. str	20 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		DOUGLAS LAPRAIR & CO	On 13th inst., at 11
WATOW, AMOY & FOOCHOW	HAITAN	Brit str		4 P 27 7	BUTTERFIELD & SWILE	To-day, at Noon To-day, at 4 P.M.
WATOW AMOY & FOOCHOW	CRIHLI	Brit. str Brit. str		4. T. 1.1.1	BUTTERFILLD & SWIRE	To-morrow, at 4 P.
TANITIA	KAIFONG	Am. str		H. Rice		on 10th inst, at No
LANILA, CEBU & ILOILO	LOONGBANG	Brit. str	• •••	S. J. Payne		On 13th inst., at 4 !
IANILA	TEAN	Brit. st	- Programme Bright	A. W. Outerbridge P. H. Rolfe	TARDINE, MATHESON & Co.,	LD. On 17th inst., at No
MANILA	YUENBANG	Brit. st		S. Crosby	SHEWAN, TOMES & CO	On 21st inst., at 4 1 On 17th inst., at 4 1
MANILA. ILOILO & CEBU	Rubi	Am. str	The second secon		BUTTERFIELD & SWIRE	Middle of Dec.
LOILO & CEBU	BUNGKIANG	Brit, et	A STATE OF THE STA	F. Sembill	MELCHERS & Co	On 13th inst
CONTRACTOR OF CLANTIAN AND CONTRACTOR OF THE CON	TOSA MARU	Jap. st		Y. Nomura	NIPPON YUSEN KAISHA CARLOWITZ & CO.	On 13th inst., at N
HANCE AND WAY STREAPERED, & COLUMNS .	ISCHIA	Ital st		Belsite	The state of the s	To-day, at 1 P.M.
MANUTO A TO ANY A SERVICIA PURENCIA PLANCE DE LA LIGURA DE LA CALIFORNIA DEL CALIFORNIA DE LA CALIFORNIA DE	JAPAN	Brit, st	Y	A. Stewart M. B. Lake	TANKS THE MARKETON & CO	PD "   OF Tien impaid on Tie
SINGAPORE, PENANG & CALCUTTA	NAMBANG	Brit, st Dut, st	E1 141	Zwart	TAMES STATES OF THE STATES OF	Quick despatch
BATAVIA, CHERIBON, SAMARANG, &c.	TJILATJAP	TO THE PARTY OF	,	to the same of the		

## MESSAGERIES MARITIMES



FRENCH MAIL LINES. FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL. FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA

TO SAIL ATRAMERS

SHANGHAI.

On 6th Dec. "ERNEST SIMONS" MARSEILLES VIA PORTS Capi. Girard

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27, 10s. up to £71, 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to-

P. THOMAS, AGENT,

Hongkong, 10th November, 1910.

Queen's Building.

### PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Quebec. From Hongkong. From St. John, N.B. FRIDAY, 13th Jan. "ALLEN LINE" "EMPRESS OF JAPAN" SAT., 17th Doc. FRIDAY, 10th Feb. "ALLAN LINE "EMPRESS OF CHINA" SAT., 14th Jan. MONTEAGLE" WED'DAY, 25th Jan. FRIDAY, 10th Mar. "EMPRESS OF INDIA" SAT., 11th Feb "ALLAN LINE" "EMPRESS OF JAPAN" BAT., 11th Mer. "ALLEN LINE" FRIDAY, 7th April FRIDAY, 5th May "EMRFES OF CHINA" SAT, 8th April "ALLEN LINE"

Steamships leave HONGKONG at 7 A.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOROHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Sr. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers)

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates

affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Prays, opposite Blake Pier

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Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED BAILINGS FROM HONGKONG FOR

## VICTORIA. VANCOUVER. & SEATTLE

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer. Tons.	Captain.	To Sail on or About.
HALLAMSHIRE 4,420 SUVERIC 6,232 KUMERIC 6,232	G. E. Elliott	15th December. 17th January. 9th February.

Calling at Amoy and Keelung if sufficient inducement offers. These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS.

Hongkong, 24th October, 1910.

IN CHINA

PUBLIC	ATTUNS:
DIRECTORY AND CHRONICLE OF THE FAR EAST	FROM HONGKONG TO CANTON,  BY THE PEARL RIVER—"A  Book for the Globetrotter," by Capt. C. V. LLOYD; with Maps and Illus. \$1
Social and Political Motor, by 3.50	HONGKONG WEEKLY PRESS.  half yearly vol. bound
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebra-	FIFTY YEARS ANGLO-CHINESE CALENDAR, 1864 to 1918 2
THE HONGKONG TYPHOON, Sept. 1,00 18th, 1906, Illustrated Account 0.50 TEMPORARY MINING REGULA.	RATES OF EXCHANGE AT HONGKONG English Mail days 1874 to 1909
REGULATIONS FOR RAILWAY 0.50	
HONGKONG HANSAED BEFORE SOF THE OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Pub. 3.00	CALLED OUT: or the Chang Wong's Daughter, an Anglo-Chinese Ro- mance, by Chas. J. H. Halcombe  SKETCH OF THE WEST RIVER
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the L.00 Ladysmith Relief Column L.00 WARLIKE EXPLOITS OF THE	PLAN OF VICTORIA
MERCHANT NAVI, 1.00 Featherstonbaugh	OANTON
POLITICAL OBSTACES IN CHINA 0.25 SIONARY SUCCESS IN CHINA 0.25 TRADE MARK REGULATIONS 0.25	11 - 1 - 2 - 2 - 1 - 1 - 1 - 1 - 1 - 1 -

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

### HE Steamship

"JAPAN," ptain A. Stewart, will be despatched for above Ports TO-DAY, the 6th Dec. For Freight or Passage, apply to

DAVID BASSOON & Co., LTD., Agents. Hongkong, 1st December, 1910. [1328 FOR SHANGHAI, KOBE AND MOJI.

#### THE Steamship

"GREGORY APCAR," laptain S. H. Belson, will be despatched for the bove Ports TO-DAY, the 6th inst., 20

The Steamer has superior accommodation for vassengers, is installed throughout with Electric Light and carries a duly certified doctor. Return Tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fara or round trip \$120.

For Freight, or Passage, apply to DAVID SASSOON & Co., LTD., Hongkong, 5th December, 1910.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS. PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATATIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS. THE Steamship

## "ASSAYE," Captain Owen Jones, R.N.B., carrying His Majesty's Mails, will be despatched from this

for Bombay, &c., on SATURDAY, the 10th. December, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "Mongolia," 9,505 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Bilk, and Valuables, all cargo for France and Tea for London (under arrangement) will be

transhipped at Colombo, into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &co., will be conveyed via Bombay by the R.M.S. "EGYPT," in London on the 21st January, 1911. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT. Superintendent. Hongkong, 29th November, 1910.

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI SEDE IN ROMA.

STEAM FOR BOMBAY. TIA SINGAPORE AND PENANG. Having connection with Company's Mail Steamers to PORT SAID, MESSINA. NAPLES, LEGHORN and GENOA, also-VENICE and TRIESTE, all MEDITER-PANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAM GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and

LIMITED. THE Steamship

"ISCHIA," Captain Belsite, will be despatched as above on TUESDAY, the 13th December, at Noon. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co.,

Agents.

Hongkong, 1st December, 1910. SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, ROTTERDAM AND ANTWELP.

THE Steamship

"BRECONSHIRE." Captain Tomlinson, will be despatched as above about 14th December. For Freight or Passage, apply to JARDINE, MATHESON & Co. Ltd.,

Hongkong, 1st December, 1910. CANADIAN

## PACIFIC RAILWAY CO. FOR VANCOUVER.

THE Steamship

## HALLAMSHIRE." FROM HONGKONG,

ON THURSDAY, THE 15TH DECEMBER, FOR VANCOUVER DIRECT. To be followed by

SUVERIC .... 17th Jan, 1911. KUMERIC ... 9th Feb. ,,

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and United 2.60 States and to the West Indies.

For further information regarding rates of freight, etc., apply to CANADIAN PACIFIC RAILWAY Co.,

Hongkong. Hongkong, 3rd December, 1910.

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST). PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK. S.S. "SIKH," ... On or about 15th Dec. For Freight and further information, apply to

DODWELL & Co., ITD., Agenta

Hongkong, 26th November, 1910. [1319

## ORIENTAL

STEAM NAVIGATION COMPANY.

HANGHAI HIM	ALIAXA I Innoverse L	About 9th   Freight a	nd
Capt	L.E. S. Spicer, R.N.R.	Dec. ) Lagsage	
LONDON VIA USUAL PORTS) ASS	upt. Owen Jones, R.R.&)	100. 1200000	
SHANGHAI, MOJI, KOBE SUN	pt. R. A. Poters}	About 16th Freight Dec.   Passag	and 8.
LONDON and ANTWERP)	7.4.T.T	About 28th Freight	and
ANG, COLOMBO. PEN- (SOM	t. A. G. Cubitt. R.N.B.	Dec. Pasage,	
SAID and MARSEILLES			

BHANGHAI, MOJI, KOBE NUBIA ...... About 30th Freight and and YOKOHAMA ... Capt F. J. Fox ..... Doc. Passage For Further Particulars, apply to

Hangkong, 5th December, 1910

E, HEWETT, Superintendent

[1085

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION -
STEAMER TO SAIL
"CHIHLI" On 6th Dec. NOON.
THE ATTORNEY SEEDING OF THE PROPERTY OF THE PR
 A RECORD OF A COLLEGE AND ALL AND A SECOND OF THE PARTY O
SHANGHAI On 8th Doo, 4 P M.
"TEAN" On 13th Dec., 4 P.M.
WANILA "TEAN" On 13th Dec., 4 P.M. LOILO-&-CEBU "SUNGKLANG" On 17th Dec., 4 P.M.
 LOILD & ORBU
MANILA, ZAMBOANGA, THURS.)
 DAY ISLAND, COOKTOWN, "CHANGSHA". On 17th Dec., 4 P.M.
CATRNS TOWNSVILLE, DIJS-1
BANE, SYDNEY & MELBOURNE)
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
SQ G "TANTAN " and SS. "SANUL"
AUSTRALIAN STEAMERS have superior accommodation with Electric Light.
ALDINALIZED BLANCE the Staterooms A duly qualified Surgeon is carried

throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zeland and Tasmanian Ports. MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

BEF SHANGHAI LINE FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN, "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloen, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze

and Northern China Ports. NB-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch-leaves Murray Pier at 10 o'clock every SATURDAY

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung. TELEPHONE 36 FARE, 845 SINGLE and 880 RETURN.

BUTTERFIELD & SWIRE. For Freight or Passage apply to-AGENTS. Hongkong, 6th December, 1910

## CO., LTD. GOTHENBURG.

i,	
i,	PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
	DESTINATION. STRAMERS. DATE OF SAILINGS.
	COPENHAGEN On 13th December.
	MARSEILLES & COPENHAGEN "CANTON" On 20th December.
	SHANGHAL YOKOHAMA & KOBE "NIPPON" On 22nd December.
	For Freight and Further Particulars, apply to TELEPHONE No. 171.
-	OLOF WLIK & CO., CHINA AGENCIES, AKTIEBOLAG.

## Hongkong, 25th November, 1910. DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuising.

## SWATOW. AMOY AND FOOCHOW

AND	RETURN.		7 1 4 1 12 1 1 2 2 2
		A	24.1
Cocupying	9 to 10 Days).	1	
 eteambhips Captain		LEAVING	

44	HAIMUN HAICHIN HAITAN	NG"	Capt. W	H. Stewart J. C. Passmo W. Evans	ro, I	UESDA RIDAY UESDA	9th_	Dec., Dec.,	at II	A.M.
t :		<u>.</u> ₩59	u <sup>v</sup>	4.	e el ed		7	L.J	V.,	Ť.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage apply to-

> DOUGLAS, LAPRAIK & Co., GENERAL MANAGUES.

> > MELCHERS & CO.,

Hongkong 3rd December 1910.

For Further Particulars apply to

Hougkong, 5th November 1910

### CO., LD. ASIATIC

## COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK

	PROJECTED SAILINGS	FROM HONGKONG.
	SUBJECT TO ALT	CERATION.
	7313074444747	AMERS DATE OF SAITING
	SHANGHAI, YOKOHAMA and KOBE "S	IAM" On 15th December.
4	SHANGHAI, YOKOHAMA and KOBE "IN	NDIEN " Beginning of Jan.
	COPENHAGEN and BALTIC PORTS "S	IAM" About middle of Jar

## INDO-CHINA S. NAV. CO., LD.

1. 5.	그들의 그렇게 이렇게 하는 이번 이번 나는 사람들이 되었다면 하는 사람들이 나를 가는 사람들이 되었다. 그런 사람들이 얼마를 가는 것이 되었다면 하는 것이 없었다.
٠,	PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)
	POD IN THE STRANGER OF THE STRANGER
	+ SHANGHAI VIA SWATOW "KWONGSANG" Wed'day, 7th Dec., D'light
	+ SHANGHAI "TINGSANG" Wed'day, 7th Dec., Noon.
	* WOSANG" Thursday, 8th Dec., Noon.
	WE CONTROL TO COLUMN TO THE TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL
E.	MANILA Saturday, 10th Dec., Noon. "KUTSANG" Wed'day, 14th Dec., Noon.
(1)	**SHANGHAI. KOBE & MOJI "KUTSANG" Wed'day, 14th Dec., Noon.
	E WANTE A Saturday, 17th Dec., 17th Let., 17
	* SINGAPORE, PENANG & CALCUTTA" NAMSANG" Saturday, 17th Dec., Noon.

RETURN TOURS TO JAPAN. OCCUPYING 24 DAYS. The Steamers "Kursang," "Nameang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughut with Electric Light. † Taking Cargo on through Bills of Lading to Yangteze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGER Hoagkong, 6th December, 1910.

#### KAISHA. OSAKA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America,

FOR STHAMERS	Tons (Gross reg.)	LHAVED.
VICTORIA, B.C. & TACOMA TIA SHANGHAI, MOJI, "PANAMA MARU" KOBE and YOKOHAMA"	6,059	TUESDAY, 13th Dec., at Noon
VICTORIA, B.C. & TACOMA.  VIA NAGASAKI, MOJI, "SEATTLE MARU.".  KOBE and YOKOHAMA	6,182	TUESDAY, 28th Dec., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cahin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE

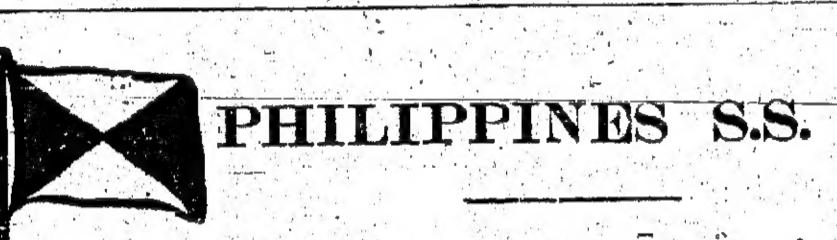
FOR STEAMERS	Leaves.
ANPING & TAKAO VIA "SOSHU MARU" SWATOW & AMOY	WED DAY, 7th Dec.
SHANGHAI VIA SWATOW, "BUJUN MARU" AMOY & FOOCHOW	THURSDAY, 8th Dec, at 8 A.M.
TAMSUI VIA SWATOW, "DAIJIN MARU"	SUNDAY, 11th Dec., at 10 A.M.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The NISSHIN KISEN KAISHA'S Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN. 3RD CLASS. 2ND CLASS. 1ST CLASS. \$27.00. \$55.00

2nd Class Passengers have the option of travelling by Rail between Shanghai" and Nanking. Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local

Branch Office, at Second Floor, No. 1, Queen's Buildings. S. HIROI, MANAGER



STEAMSHIP	Tons.	CAPTAIN	FOR		SAILING DATE.
ZAFIRO	4000	E. Rice S. Crosby	Manile, Cobu Manile, Iloilo	& Ilolo & Cebu	On 7th Dec., 4 P.M. On 21st Dec., 4 P.M.
For Freight or Pa		the property of the	100 May 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	General.	Managers. 12 NES S.S. Co.

## HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, vis STRAITS and COLOMBO. to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

FIAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean

Leventine, Black Baltic Sea and Ports, and all North and South American Ports.

#### NEXT SAILINGS FROM HONGKONG: HOMEWARD.

	LICENTE VI LILLEY
OUTWARD. TOE SUNGHAI, KOBB & YOKOHAMA:	MARSEILLEL, HAVRE & HAMBURG: SS. ARMENIA 6th Dec. FUE HAVRE, BREMEN & HAMBURG:
B.S. SCANDIA 15th Dec	S.S. WESTPHALIA 9th Dec.
S.S. STAVONIA 30th Dec.	FOR ROTTER DAM, ANTWERP & HAMBURG
B.S. SEGOVIA 12th Jan.	S.S. BULGARIA 16th Dec. FOR MARSEILLES, HAMBURG & ANTWERT
S.S. SAMBIA 28th Jan.	B.S. SITHONIA 2ist Dec.
S.S. SILESIA 10th Feb.	FOR HAVRE, ROTTERDAM & HAMBURG:
OS PREUSSEN 27th Feb.	S.S. ARABIA 24th Dec.
S.S. RHEINFELS 12th March	FOR NEW YORK:
	S.S. ARAGONIA On 6th Dec.
For Further Particulars, apply to-	AMBURG-AMERIKA LINIE,
, iliya garan da karan da karan da karan 🗗 🗸	THEO POLITE THE PARTY OF THE PARTY OF THE PROPERTY OF THE PARTY OF THE

Hongkong Office. Hongkong, 6th December 1910.

## AMERICAN LINE.

CALLAO, IQUIQUE,	VALPARAISO, ETC., VIA MOJI MANZANILLO AND SALINA C	KOBE, YOKOHAMA,
	ARU 11,000 tons gross	• •
	11,200 ,, ,,	
		,, April 19th, 1911.
For particulars appropriate for particular appropriate f	TOYO KISEN KA	ATSDA, Manager. ISHA, King's Building. 4031

#### THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:-LUDGATE CIRCUS, LONDON, E.C. TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY TOURS arranged to ALL PARTS of the WOBLD.

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OFFICIAL AGENTS FOR THE UNITED PROVINCES OF INDIA EXHIBITION AT ALLAHABAD, 1910/11, AND FOR THE TURIN EXHIBITION OF 1911.

Japan Office 32, WATER STREET Head Office for the Far East:-16, DES VŒUX BOAD, TOKOHAMA.

### (THE JAPAN MAIL STEAMSHIP CO.)-PROJECTED SAILINGS FROM HONGEONG SUBJECT TO ALTERATION.



SAILING DATES. WED'DAY, 7th MARU Dec., at Daylight

Capt. K. Homma, MARSEILLES, LONDON and MISHIMA MARU ANTWERP, via SINGA-WED'DAY, 21st PENANG, Capt. A. E. Moses, 9,000 Doo, at Daylight. PORE. COLOMBO. IN-KAWACHI MARU TUESDAY, 27th PORTSAID Capt. H. Peterson, Ded., P.M. 7,000 SATURDAY 31st MARU Dec., from Konn Capt. S. Hiortdahl, TUESDAY, 6th AWA MARU VICTORIA, B.C. and SEATTLE, via SHANG-Dog, at Noon Capt. S. Ishikawa, 7:000 HAI, MOJI, KOBE, INABA MARU TUESDAY, 3rd YOKKAICHI, and YOKO-7,000 Jan. at Noon. Capt. K. Kawara HAMA. THURSDAY, 22nd YAWATA' MARU SYDNEY and MELBOURNE Doc. at Noon. Capt. T. Sekine via MANILA, THURSDAY NIKKO MARU ISLAND, TOWNSVILLE FRIDAY, 20th Capt. M. Yagi, 6,000 J. Jan., at Noon, and BRISBANE ATSUTA MARU THURSDAY, 8th KOBE and YOKOHAM. Capt. Wm. Thompsen, 9,000 J. Dec., at 5 P.M. CEYLON MARU MONDAY, 12th SHANGHAI, MOJI and December. Capt. Fred. Pyne. -KOBE TOSA MARU TUESDAY, 13th BOMBAY Via SINGAPORE, 11 December. and COLOMBO... Capt Y. Nomnia,

WED'DAY, 21st NAGASAKI. KOBE NIKKO MARU Dec., at Noon YOKOHAMA ... Capt. M. Yagi, T She will call at Genos. = Omitting Penging. & Fitted with New System of Wireless Telegraphy. I Cargoonly. \* Carries Deck Passengers

SAILINGS AND PASSAGE RATES FROM HONGKONG. TO MARSEILLES AND LONDON VIA SUEZ CANAL. RATES OF PASSAGE. Tone. Leave H.K. To London, per New Steamer 15th Feb. MIYASAKI MARU Y. 550.00 9000 1st Mar. KITANO-2nd Class 360.00 IYO 540.00 HIRANO 8000 , old str. 1st\_Class 500.00 TANGO 12th April 750.00 KAMO AKI MISHIMA Leave H.K. RATES OF PASSAGE. Steamers. To Pacific Coast Common Points: AWA MARU 1st Class S £30 7000 - 28th Mar. INABA 2nd Class S £21 To London via New York: 1st Class S £50 TAMBA 7000 23rd May. via St. Lawrence: 1st Class S £59 For further information as to Freight, Passage, Sailings, &c., apply at

T. KUSUMOTO, MANAGER.

Made from distilled water filtration. Absolute purity assured. Plant open to inspection at all times.

## ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VIEUR ROAD.

LABUAN COAL.

OTICE\_THIS COAL can only be obtained from THE LABUAN COAL FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch Telegrams "Labor Labuan."

BRADLEY & Co., Agents.

Hongkong, 12th August, 1909.



WITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA, OCHI, MUTABE, HOJO, KANADA, NAMAZUTA SAYO, SHINNEW and KAMIYAMADA, Collieries. SOLE AGENTS FOR

KISHIDAKE Coals. HEAD OFFICE:-MARUNOUCHI,

TOKYO.

BRANCH OFFICES:-NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW. Cable addresses for above, "IWASAKI"

Codes, AI, ABC 5th Ed., Western Union. AGBNCIES:-YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messis. GEARING & Co. MANILA: Mesers. MACONDRAY & Co. For Particulars apply to

H. OISHI, Manager, No. 2, Pedder, Street, Hongkong. Hongkong, 9th January, 1909.

Cutler. Palmer & Co.'s



GNEAD

Cutier, Palmer & Co., London. AGENTS

HONGKONG.

NOTICE TO KOWLOON RESIDENTS

TAXTRA COPIES of Daily Press are on KOWLOON BOOK STALL, Ferry Wharf Messra H. RUTTONJEE & SONS, Kowloon Store, No. 36, Haiphong Road. Messes, HUNG CHEONG, Haiphong Road. Mr. AH YAU, Hongkong Ferry Wharf Stall

## D. SCHOLTE & CO., AMSTERDAM.

SHIRTINGS PIECE GOODS: DRILLS SPANISH STRIPES. SUNDRIES. CASHMERES, ETC., AND ALL

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE REPRESENTATIVE FOR CRINA:

HUGO C. A. FROMM, HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

Tuesday,

Printed Matter and Sam-

Registration .. 10.00 A M

fee of 10 cents up to

Wednesday, 7th, 11.00 A M

Printed Matter and Sam-

(Registration, with late

Registration, Kowloon

Saturday, 10th, 10.00 A %

Saturday, 10th,---

10.45 A M)

Registration

No late fee

Wednesday, 14th,

10.45 A M

Registration,

No late fee.

Registration,

Registration ...

D.O.

Lotters

Friday,

Tuesday,

Tuesday.

Printed Matter, and Sam.

ples ... 10.00 A M

Registration ... 10.00 A M

(Registration with late

fee of 10 cents up to

Kowloon

... 10.00 A M

... 11.00 A M

13th, 10.00 a m

-13 h, 11.00 A M

13(h, 11.00 A M

13th, 3.00 P M

10.00 A M

Kowloon

5.00 P M

5.00 P M

Sumatra Paras

Sungei-Kapara

United Serdangs ...

Loans.

Chinese Imperial 1886

... 6.00 P M

.. 10.00 A M

Printed Matter and Sam-

Registration , 10.00 A M

(Registration, with late

fee of 10 cents up to

Printed Matter and Sam-

9.30 A.M.)

No late fee.

fee of 10 cents, up to

Registration,

Lotters

Tuesday,

Tuesday.

Tuesday,

Tuesday

Tuesday,

Wednesday.

Wednesday,

Thursday,

Soshu Maru

Haicking ...

Loongsang

Panama Maru

10.00 A M

Kowloon

... 10.00 ▲ ₩

... 11.00 A M

6th, 11.00 A M

6th, 1.15 P M

2.00 P N

3.00 P M

3.00 P M

5.00 P X

7th, 1.15 P M 7th, 3.00 P M

7th, 5.00 P M

8th, 11.00 A M 8th, 3.00 P-M

8th, 3.00 P M

9th, 10.00 A M

9th, 11,00 A M

9.00 A M

... 9.00 A M

... 10.00 A M 10th, 10.00 A M

34-3)		-
	POST OFFICE NOTICE	1

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Boute to EUROPE.

The Himalaya, with the English mail of the 11th ultime, left Singapore on Sunday, the 4th inst., at 5.30 a.m., and may be expected here on or about Friday, the 9th inst., at 6 s.m. This packet brings the parcel mails closed in London for despatch by the all sea route on the 2nd of November, and for despatch overland on the 8th of November. The Korea, with the American mail, is estimated to leave Manila on Thursday, the 8th inst.,

-		م مه المستوت		1/2	,		Yunna
Hongay Swatow, A	4+4		ochow			-1	Haimu
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Trindonie	RIA	N MA	4 8 9	4 4 4 6 6		)	Chihli

p.m. and may be expected here on Saturday, the 10th inst.

EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11,00 A.M. to Noon. Extra Letters posted in all the Filler Boxes in time for the first clearance will be Postage 10 cents.) included in this contract mail.)

Gregory Apear Amoy and Shanghai Fului Maru Singapore, Penang and Colombo Swatow and Shanghai Aki Maru Kwongsang Mathilde .. Helhow and Pakhoi Michal Jebsen

Fort Bayard and Haiphong Tingsand ... Manils, Cebu and Iloilo ... Swatow, Amoy, Foochow and S anghai Atsuta Maru

BHANGHAI, NAGABAKI, KOME, YOROHAMA, }
HONOLULU AND SAN FRANCISCO ....}

Bamarang and Sourabaya Port Darwin, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, Now Zealand, Melbourne, Adelaide, Dunedin, Perth, and

Fremantle EUROPE, &C., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to Noon Extra (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed on Friday, 9th inst., at 5 p.m. ...

Swatow, Amoy and Foochow ... BHANGHAI, MOJI, KOND. YOROHAMA, VICTORIA AND VANCOUVER (B.C.) Bingapore, Penang and Bombay BUROPE, &c., INDIA VIA TUTICORN

(Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents)
(Letters posted in all the Piller Boxes in time for the first clearance will be included in this contract mail

SHANGHAI, NAGASARI, KOBE, YOROHAMA | Empress of Japan VICTORIA & VANCOUVER (B.C)

## COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

December 5th. ON LONDON Bank Bills, on demand 1 10 fr
Bank Bills, at 30 days' sight 1 10 fr
Bank Bills, at 4 months' sight 1 10 fr
Credits, at 4 months' sight 1 10 fr Documentary Bills 4 months sight1/104 IN PARIS :-Credits, at 4 months' sight........2374 ON GERMANY:-ON NEW YORK :-Bank Bills, on demand ........45 Credits, at 60 days' sight ......46 IS BOMBAY:-CALCUTTA:-ON BHANGHAL:-

ON YOROHAMA: On demand ......90 OH MANILA :- On demand-Posos-903 ON SINGAPORE:-On demand ..........783 6th, 10.00 A M ON MAIPHONG :-On demand .......... 14 %. Pm. SUBSIDIABY COINS.

Chinese .....20 cents pieces......87.70 discount .....87.45 Hongkong ... 20 Hongkong ...10

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In 20's Packets or 50's Air Tight Tins.

These Popular Cigarettes are Manufactured in BRISTOL from the finest grades of Virginia Tobacco with all the skill which W. D. & H. O. WILLS have acquired during the 200 years which have elapsed since their business was established. They have a value which convinces the smoker, because they are the result of expert choosing and handling from Tobacco field to -the packet or tin.

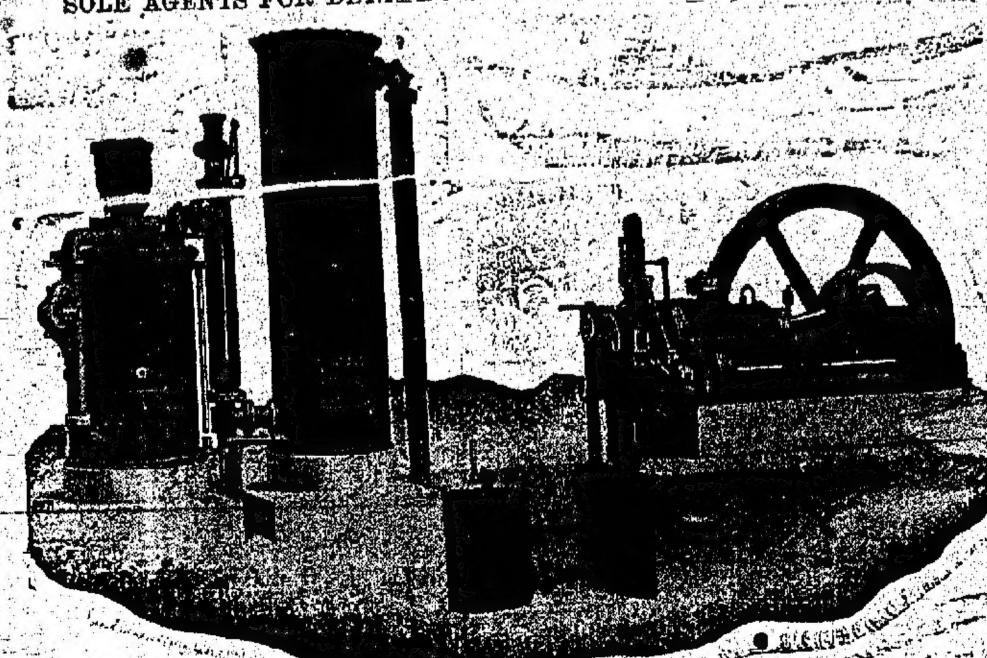
Sold Everywhere.

## SHARE LIST.—QUOTATIONS.

Hongkong, December 5th, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	TIONS CASH.
SANKS.	120,000	8125	ali	{\$890. £86 5/-
Hongkong & Shanghai Bank Corporation	99,925	£7	£6	180, buyers
National Bank of China, Limited	8,604	12/6	12/6	SS, sellers
Bell's Asbestos Eastern Agency, Limited	60,000	512	\$12	\$10, sellers
China Borneo Company, Limited	50,000	\$10	\$10	90 cts., buyers
China Light and Power Company, Limited.	50,000	\$1 \$10	\$1 \$10	871, sellers
China Provident, Loan & Mortgage Co., Ld	200,000	and the property	1 2 49	
COTTON MILIS Weaving Co., Ld.	20,000	71s. 60 \$10	Tis. 50	
Transferred TATEON PENINDING CIVE MAN 101	125,000	Tls. 75	"Tla. 75	Tls. 50.
International Cotton Manual Ing Co., Lid	8,000	Tis. 100 Tis. 500	Tis, 100	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Soy Chee Cotton Spinning Co., Limited	2,000	1 1 2 1 1 1	- 36	\$172, buyers
Dairy Farm Company, Limited	40 <b>,000</b>	\$7 <u>4</u>		
DOOKS AND WHARVES, Wharf & G. Co., Ld.	60,000	\$50 \$50	ali ila	553, seliers 850, buyers
Transland and Whitibos 1908 VV.	50,000 10,000	\$5.1 \$6 <del>1</del>	\$63	\$6.
New Amoy Dook Co. Lillians Co. Lil	55,700	Tls. 100	Tls. 100 Tls. 100	Tis, 673.
Shanghai and Hongkow Wharf Co., Ld.,	36,000	11a. 100	325	The second secon
Fenwick & Co., Limited	18,000	\$25	1	10 (0)
Green Island Cement Co., Limited	400,000	\$10 210	4	\$32, soliers \$205.
Therekong and China Gas Co., Limited	60,000	£10	610	\$20.
Hongkong Electric Co., Limited	12,000	\$50 }	\$50	\$97, sal. & buy.
Hongkong Hotel Company, Limited	8,000	\$25	\$25 all	\$70. \$135, sellers
Transfer To Company Limited	5,000 60,000	510	usi	\$18, sellers
Hongkong Rope Manufacturing Co., Limited Hongkong Rope Manufacturing Co., Limited H'kong&South China Steam Fisheries Co., Ld.	15,000	\$10	87	\$7.
	10,000	\$250		
Canton Insurance Office Co., Limited	20,000	\$100	\$20	
Filter Therapes Thankande Co. Limbour.	24,000 8,000	\$250	≥50	\$356, buyers
Hongkong Fire Insurance Co., Limited	10,000	£15	£5	Tis. 125, sales
Train Transanca Somety, Littlebed	12,400 12,000	2100	560	
Yangtare Insurance Association, District	and a second of the	2100	1.00	
Franklane Tond Invest, APOROV CO., Like	50,000 150,000	910	\$100 all	26. sellers
Humphreys Estate and Finance Co., Lit.	6,000	\$50	\$30	333, buyers
Shanchai Land Investment Go., Lamiton	78,000	T.s. 50		and the second s
West Point Building Co., Lamited.	12,500	ÇJL	i di kana	Andrew Andrew
Mining.— SociétéFrançaise desCharb ges du Tonkin	16,000	Fez. 250		8700.
Raub Australian Gold MiningCo., Ld	200,000	£1	<b>(£</b> )	313, sellers
Peak Transways Co., Limited [	25,000 50,000	310	\$1 (	\$11, sellers
Philippine Co., Limited	75,000	100		) \$8.
I Dury way ve ve	20,000	\$100		The state of the s
China Sugar Refining Co., Limited Luzon Sugar Befining Co., Limited	7,000	A STATE OF THE PARTY OF THE PAR	) all	\$22, sellers
Robinson Piano Co., Limited	4,000		\$50	<b>350.</b>
SERVINGRID COMPANIES.		100	5 \$2	5 \$8.
Chine and Manila Steamship Co., Ld	30,000 20,000	\$50	lia	\$20, sollers
Hongkong, Canton & Macao S.B. Co., Ld.	80,000	\$1:		L'dori
Indo China Steam Navigation Co., Ld .	60,000 pref. 60,000 def.			COL Dain
Shell Transport & Trading Co., Limited.	2,000,000	<b>3</b>		6 823.
Star Ferry Company, Limited {	10,000	310	8	5 1 \$123.
South China Morning Post, Limited	6,000	82	5 \$2	The same and the same
Ricem Laundry Company, Limited	20,000	)		\$10 burrows
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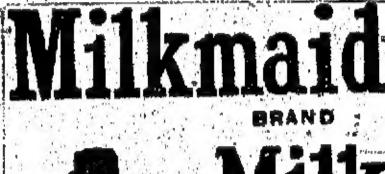
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